

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Advices.

	From London.	Arrived out.	HOMeward. Arrived in London this day.
JAPAN — Yokohama	Mar. 16	May 9	May 16 May 18
Nagasaki			
Hakodadi			
CHINA — Peking			May 15 May 18
Tien-tsin			May 30
Chefoo			May 17
New-chwang			May 22
Hankow			May 23
Kiu-kiang			May 23
Chin-kiang			
Shanghai	Apr. 10	May 24	May 25
Ningpo			May 22
Foo-Chow			May 23
Formosa — Tamsuy			May 23
Amoy			May 23
Swatow			
Hong Kong	Apr. 17	May 29	May 30
Canton			
Macao			
PHILIPPINES —			
Manila	Mar. 26	May 11	May 23
COCHIN-CHINA —			
Saigon			May 26
SIAM — Bangkok			
BORNEO — Labuan			
Sarawak			
JAVA — Batavia			June 1
MALACCA STRAITS —			
Singapore	Apr. 26	May 23	June 10
Penang	Apr. 26	May 26	June 13

Telegrams have been received in advance of the mail bringing dates from Shanghai to the 20th, and Hong Kong the 25th June. Via Kiachta, Shanghai telegrams to June 21 were received on 18th inst., quoting exchange 6s. 4d. The P. and O. mail, with Hong Kong dates to June 13, reached Suez on the 18th inst., and is expected here on the 29th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Ceylon, arrived July 18.—From Shanghai: Mr. Petrie. From Hong Kong: Don J. Cembrano and nephew, Don Soutarrona, Mrs. P. Soutarrona, Don Pacheco, and child, Mr. and Mrs. Turner, and seven second-class passengers. From Singapore: Mr. and Mrs. Kluckert and three children. From Penang: Mr. Newhuys. From Galle: Mr. Vane, Mr. Bury, Dr. Kynsey, Mrs. Kynsey.

To Southampton, per P. and O. steamer expected to arrive.—List not to hand.
By last Bombay mail, to Marseilles, per P. and O. steamer Columbian, arrived July 4.
—From Yokohama: Mr. L. A. Joseph. From Galle: Mr. Cressy.

PASSENGERS OUTWARD.

Per Fr. steamer Said, from Marseilles, July 19.—None.
Per P. and O. steamer, from Marseilles, July 20.—To Singapore via Bombay: Mr. J. M. Davidson.

Per P. and O. steamer Delta, from Southampton, July 20.—To Singapore: Mr. Ray, R.N., Mr. Pettley, R.N., Mr. Armstrong, R.E. To Ceylon: Mrs. Hudson, Mr. J. Tindal. From Galle to Shanghai: Mr. Bird.

Per P. and O. steamer, from Southampton, August 4.—To Shanghai: Mrs. Algernon Wright and child. To Hong Kong: Mr. Jones, R.N. To Singapore: Capt. Formochy. To Ceylon: Mr. Virian.

Per P. and O. steamer, from Southampton, August 20.—To Shanghai: Mrs. Lewes.
Per P. and O. steamer, from Southampton, September 4.—To Shanghai: Mr. and Mrs. G. W. Paine and child.

From Suez to Hong Kong: the Bishop of Victoria and Mrs. Alford, Mr. E. Alford.
Per P. and O. steamer, from Southampton, September 20.—To Ceylon: Mr. and Mrs. Edd and two children, Miss Pichand. To Singapore: Mr. and Mrs. J. McLachlan, Mr. Hervey, Mr. Austen.

From Marseilles, September 28.—To Hong Kong: Dr. C. M. Jones, Mr. E. H. Price, Mr. Leopold Kahn.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices from this port are to the 16th May, only four days later than those received by the French mail delivered on the 8th. No later dates from home had been received in the interval. The following summary of news is from the *Japan Times* :—

Our readers will remember that in the last number but one

of the *Overland Mail* we discussed the question of the new ports, and strongly advocated the opening of Osaka as well as Hiogo. The arguments we then used will probably be fresh in our readers' minds, and it is gratifying to observe that Sir Harry Parkes appears to have entertained similar views. We are not yet in possession of news from the South of a sufficiently definite character to enable us to discuss now the details of the new arrangements; in due course, when fuller information reaches us, we shall give the subject proper consideration. Meanwhile it must be evident to all that residence in Yedo and Osaka nearer than we have yet been to the seats of Government and the centres of trade must be better for foreign commerce than our present position, where we are at a distance. At a distance from our customers, with whose agents only we now do our business; at a distance from the authorities, to whom appeal or reference is often desirable, communications cannot be so efficiently made to the underlings who under the present system represent them. In Yokohama there are strong and respectable vested interests to be considered, which might be seriously injured by transfer of the trade to Yedo, leaving Yokohama to be merely its shipping port; but at the new seats of trade which are to be opened in 1868 the same objection does not exist, and it will not be difficult to make such arrangements as will combine the benefit of a harbour like Hiogo with the advantages of residence in a metropolis, instead of an outlying sea port. The question is an imperial one, and local interests, we should imagine, will not be allowed to stand in the way of general improvement and extension of trade. But it is only fair that the change should be made in Yokohama as gradually as possible, and this will probably be secured as well by diplomatic intervention as by the action of the mercantile community itself, which is so directly and vitally interested.

But at Osaka and its outpost, Hiogo, we can commence at once on a proper system, and it is with much pleasure that we make the announcement to our readers, that the Japanese Government here has decided upon immediately sending down an English gentleman now in its employ, who is very well fitted to discharge the delicate and onerous task of advising its commissioners upon the numerous details which require consideration. Mr. Benjamin Seare has been for some months in charge of the bonded warehouses at this port, and his selection for this important mission to Osaka is highly complimentary to him, and indicative of the growing confidence of the native Government in the integrity and intelligence of foreigners. The work of superintending the bonded warehouses has not lately been heavy, as has been shown by the statistics which we have published from time to time, and of which the latest may be found in another column. It is gratifying to find that Mr. Seare's leisure has been so well employed, and that he has been able to convince the Japanese authorities of the importance of their availing themselves, in their commercial intercourse with us, of the skill and experience which we have, but which they necessarily cannot yet possess. The stupid jealousy and superstition which obstruct the opening of China and the development of its immense resources, by admission of foreign capital and enterprise into the interior, have no existence here; and even the natural repugnance of an unconquered race, long isolated from the rest of the world, to hold unrestrained intercourse with foreigners, is rapidly being overcome.

Another proof of this has lately been given in the appointment of Mr. Erasmus Gower, an English mining engineer of considerable experience, for a special mission to the rich mineral districts in the north. He left Yokohama for Hakodate a few days ago, in the *Bertha*, to open a great coal mine which he surveyed there last year. Petroleum, as well as most of the metals, he also found in great abundance, and in such positions as to render the working of the mines safe, cheap, and easy.

During the absence of Mr. Seare, which will probably be of about six months' duration, Mr. Henry St. John Brown will fill the post of Superintendent of Bonded Warehouses at this port. This gentleman has also, within the fortnight, received a proof of the confidence of the foreign mercantile community, in his election, by a very large majority, to the post of Secretary to the Chamber of Commerce; and filling now that of Superintendent of Bonded Warehouses as well, he will be a most useful intermediary between the Japanese Government and the resident foreign merchants, and may have it in his power to be of the greatest possible service to both; while the presence of Mr. Seare at Osaka will give us exactly what we have always thought indispensable, and at which we aimed when lately urging Sir Harry Parkes to take with him a representative of the Chamber of Commerce; for thus will now be secured to us the advantage of bringing to bear special knowledge and experience upon the many matters of detail which have to be arranged, and where a diplomatist might very easily go wrong—as was clearly proved in the case of Lord Elgin in 1858, when he made a commercial treaty and forgot the drawback clause, and in that of Mr. Alcock afterwards, when he insisted on making Kanagawa, instead of Yokohama, the place of residence for merchants. Sir Harry may have objected to take down with him a member of the Chamber, under the impression that it would be difficult for any individual merchant so completely to separate his duty to that body from his duty to his house or his own individual constituents as to avoid the charge of availing himself unduly of his opportunities. Such a reason would imply no compliment, we allow, to the merchants of this port as a class, but it would have certainly been almost impossible to avoid exciting the jealousy of many. But Mr. Seare's appointment to this delicate mission is open to no objection of the sort, while it has the additional and most weighty advantage of having been made by the Japanese Government, whose servant he is and whose interests are safe in his hands.

The selection of the other port—that on the west coast—for the opening of which provision has been made in the recent Convention, is now commencing to excite attention and discussion. In view of the very limited amount of knowledge we possess of the relative political importance of the several Daimios of Japan, of the resources of their dominions and the encouragement to our own import trade likely to be given by their subjects, it is almost impossible for foreigners at present to determine where our trade may be best extended. The Prince of Kanga, generally supposed to be the richest in Japan, his yearly revenue amounting to something like three quarters of a million, very early showed himself friendly to foreigners, and, indeed, was regarded as the leader of the party of progress. He published a pamphlet in 1863, in which he advocated liberal views, dwelling particularly on one advantage which he considered likely to spring from opening Japan generally to foreign trade—that the increased demand for labour would gradually absorb large numbers of the unemployed two-sworded men, who have always been regarded by the most enlightened Japanese statesmen as the curse of the country. He was one of the earliest to trade with foreigners, and has a good harbour,* Kanazawa, which he is anxious to open to us. On the other hand, the Prince of Echizen, who is a relative of the late Shioogoon, has a town called Mikuni, which he appears rather confident will be named as the new port, for he has built a sea wall and jetties for the improvement of his harbour, and as his province is rich in silk and tea, it may be advantageous to begin trade with him; while, for the reason of his connection with the Yedo dynasty, his request that his may be the port chosen will have a good chance of a favourable reception. Conjecture on the subject is not particularly useful, as we shall probably be definitely informed on the point within a few days. The opening of Kanga's port would, probably, best advance the cause of progress, be another step towards throwing open the country generally, and help the policy advocated by this journal

* This Kanazawa must not be confounded with the beautiful little village about twelve miles from Yokohama, which is so favourite a resort for picnic parties.

of restoring the great Daimios to their legitimate position in the State; while if Mikuni, Echizen's town, be chosen, the hands of the Shioogoon, the only ally we have at present in Japan, would be materially strengthened. It is possible that Stotsbashi, the new Shioogoon, is a man of sufficient courage and force of character to be the Yoritomo of his day, and found on the ruins of the power of the other Daimios a throne guarded by foreign bayonets, and if so, would such assistance offered to his predecessor in 1862 and 1863 and then refused, be now granted in face of the friendly attitude of Satsuma, Choshii, Chikusen, and other princes? We hope for a more peaceful solution of the existing anomaly.

The *Japan Times* has the following apt remarks on the paper read by Dr. Macgowan before the North China Branch of the Asiatic Society, which we have printed nearly in *extenso* in another column.

"We cannot, while recording these evidences of the increasing desire of the Japanese to accept the teaching and trade of foreigners, and thus learn to develop the resources of their own country, well avoid noticing a paper read before the Royal Asiatic Society in Shanghai. This purports to give information on Japan, is the work of a gentleman who lately spent a few days here (Dr. Macgowan), and to it a very undue importance has been attached by the press in China. The *Supreme Court and Consular Gazette* and the *North China Herald* have both devoted leading articles to the subject, and both appear to have adopted Dr. Macgowan's statements as reliable. The latter journal tells us, however, that his paper, translated into a vernacular print, evoked an answer from a Japanese resident in Shanghai.

The writer (says the *Herald*) does not speak courteously of the knowledge which prompted the accusation in question against his country, and declares that if it were to become widely known in Japan the youth would, without exception, rush to arms to avenge the insult.

"The accusation referred to is the scandalous, but too-often repeated one, that the people of this country are sunk in the grossest sensuality. Making allowance for the hyperbole in the last clause of this patriot's criticism, we cannot but share the contempt expressed in the first. Dr. Macgowan's personal acquaintance with this country is derived from a flying visit of a month to Nagasaki, and another of about three weeks to this port. And naturally, therefore, his paper, which we are very sorry to see has received the mint mark of the Royal Asiatic Society, is, like Bishop Smith's "Ten Weeks in Japan," and for the same reason, absolutely valueless, or worse than valueless, because misleading. The list of steamers sold to the native princes, of which considerable parade is made, has appeared before, with the exception of the last few, in newspapers, blue-books, and merchants' circulars. As for his estimate of the population at 16,000,000, he gives no reasons for arriving at such a conclusion—most probably because it was a mere guess—while there are very good reasons for supposing that he is incorrect. Mr. Winchester's estimate of 28,000,000 is nearer the mark, between twenty-six and twenty-seven millions being the total of an official native census, which the writer has seen, and from which was excluded any calculation of the unattached *samurai* or two-sworded men. The late Mr. Vidal, of H.B.M.'s Legation, had procured this with great difficulty, and was engaged in revising his translation for the press, when his untimely death occurred. This census was of recent date, on a comprehensive and intelligible plan, and was most minutely particular—the number of people employed in any trade or occupation in each city, town, or village, along each highway in every province throughout the empire being given to the unit—and altogether presented an appearance of undoubted authenticity. So much for Dr. Macgowan's estimate of the population. And when we refer to the causes he alleges for the decrease which he fancies to have taken place, we find an opportunity we are very glad to seize, for contradicting many such bookmakers who have labelled the people of Japan by their accusations of "unrestrained licentiousness." Respectable natives indignantly rebut it and complain bitterly that it is so constantly repeated in European books. They say with great justice—and we thoroughly agree with them—that it is unjust to judge of the whole people of the country from a visitor's cursory observation of the very lowest and most degraded classes, amongst whom alone foreigners are at present obliged to live. They are right; it would be as fair to judge of English statesmen from Mr. John Bright, or of Irish peasantry from the Fenians. Adultery is punishable in Japan by death, and is very rare; and respectable Japanese regard the "debauchery" to which Bishop Smith and his com-

peers allude with such unction, with quite as much abhorrence as they do themselves. The statement, so often reprinted, that nobles frequently choose their wives from the common stewes, is a gross and unfounded falsehood, and every foreigner who has lived in the country for any length of time and had any opportunities of intercourse with the middle classes, will bear us out in saying that they are to the full as free from vice as English, French, or Americans. We have had somewhat too much of late of these wholesale condemnations of Japanese manners by quite uninformed magazine writers, and it is as well that the practice should be stopped. No one as yet knows enough of the country to give a correct account of the people; such certainly cannot be the work of holiday-makers to Nagasaki and Yokohama. We recommend Dr. Macgowan to keep to telegraphy, on which he is able to give information worth having, and we earnestly caution members of the Royal Asiatic Society against giving any credit to his recent paper on Japan, in which what is new is not true, and what is true is not new."

The fine vessel, *Kai Yoo Mar*, built for the Japanese Government in Holland, arrived on the 30th April. We hope to have an opportunity before next mail of inspecting her; report speaks most favourably of the ship, which is very gratifying, as the only way to encourage this Government to place such contracts in foreign hands is to give them money's worth for their money, a principle which has not always, we are sorry to say, been observed.

We have received letters from Osaka up to the 25th ult. The *Argus*, which went down with Messrs. Mitford, Satow, Ashton and the guard, arrived on the 12th. The horses of Captain Applin's mounted escort were landed on the following morning in the *Argus'* paddle-box boats, in excellent condition. The road between Hiogo and Osaka is a good one, and the distance about thirty-one miles. The country appears to be very sandy, and the soil wants the richness and depth so remarkable in this district. The scenery is described as uninteresting in the extreme, and the town of Osaka, to use the words of one of our correspondents, "woefully disappointed" everybody. The town of Osaka, writes the same, "is not worthy the name of a city. Much to be pitied are the settlers in it, if ever any one settles there. The town literally stands in a swamp, the river being nearly level with and occasionally flooding the valley. The streets are narrow and dirty, and more like those in a Chinese than a Japanese town. One street which we call Theatre-street is better and rather gay-looking, having a wealth of gaudy banners and sign boards displayed before the houses." Sir Harry Parkes, with his usual activity, had plunged at once in *medias res* and was busily engaged for two days selecting a suitable site in Osaka for the residence of foreigners.

All the necessaries of life are very much dearer in Hiogo and Osaka than in Yokohama. Six boos are asked for a duck. Curios, as might be expected, are held for very high rates. There is very great distress among the lower classes of the people, there being an enormous number of beggars at every corner. The people are fairly civil and apparently not displeased at the presence of foreigners on the whole, but it is evident that the novelty at the sight of strangers has something to do with this reception. On the day when the *Argus* arrived at Hiogo, some of the officers and passengers landed for a stroll in the country. Just at their landing place they met a large procession of coolies, apparently a little the worse for *sake*. They came up close to the boats and began jostling some of the crew and throwing sand at them. As it seemed evident that they wanted a row, it was deemed prudent to retire, but no sooner did the party turn to regain their boats than the Japanese began to pelt in good earnest. The stones flew fast and thick, and some of the men were badly out. One of the visitors got a blow in the back and another on the temple, enough to remind him of the visit for some days afterwards.

The French Minister arrived on the 24th April, and the forts saluted him on the following morning. The Shioگون was to return from Kioto on the day when the *Argus* left, and the conference with the foreign Ministers was expected to take place upon the following day or day after. Among the official classes, the ships and the English soldiers, and particularly the large men on tall horses, produced a profound sensation.

NAGASAKI.

Advices from this port announce the sale of the P. and O. steamer *Nepaul* to Messrs. Alt and Co. for £20,000; that two

earthquakes had been felt in Nagasaki in one day; and that two Europeans, Messrs. Ryley and Brown, were arrested in Simbarra by the Japanese for intruding in a non-treaty port, but were released at the request of the British Consul. The steamer *Emperor* has also been sold to the Japanese. The American steamer *Rover* was to leave on 19th May for Yokohama, via the Inland Sea.

The annual regatta took place on the 6th May. Although much interest was taken in it, it was not so gay as on the previous occasions. The absence of H.M.'s ships *Pelorus* and *Serpent*, and of the Russian vessels, had to be regretted, and more particularly of the Russian band. However, under the circumstances, it went off as well as could be expected. The American steamer *Kanga-no-kami* was kindly placed at the disposal of the committee as a rendezvous for the spectators; and H.M.S. *Algerine* was anchored on the opposite side with the umpires on board.

CHINA.

SHANGHAI.

The P. and O. mail of 26th March arrived on the 10th May, that of 10th April on the 24th. The dates are down to the morning of the 25th. The following items are from the *North China Herald* :—

We are glad to learn that all the debentures in the Municipal Loan have been subscribed for. The debt to the Comptoir can thus be at once wiped out. Four members of the French Municipal Council having resigned, and the term of office of two others having expired under the regulations, a new election had become necessary. This took place on the 19th instant, when the following gentlemen were elected :—Messrs. Bonneville, Millot, Massais, Aymeri, Nachtrieb, and Groom.

It had been announced that the Pacific Mail Company's steamer *Colorado* would call at Woosung on the 22nd May, on her way from Hong Kong to San Francisco. This arrangement was afterwards altered, but the *Yesso* was despatched hence to meet her off the Saddles. We are glad to learn that the connection was satisfactorily effected. [This news was received via San Francisco, and given in our issue of the 27th June.]

We learn from Tientsin that Sir Rutherford Alcock left for Newchwang on the 13th May, *en route* for the various ports. Sir Rutherford has written an official essay on "Middlemen."

We have frequently alluded to the oppressive exactions levied by the Government on that very necessary article of consumption—salt. The following paper, bearing no signature, but purporting to issue from the native shopkeepers in the settlement, has lately been widely posted up :—

"It seems that Ching-ling-chuen, to whom was granted the exclusive privilege of selling salt in the English and American settlements by the Taotai and Municipal Council, has been compelling the shopkeepers to purchase more salt per month than they could use and more than they wished. Therefore the people are crying out against it, and say unless there is a stop put to it they will petition the Taotai in regard to it. They complain of the Wei-Yuen having on several occasions given judgment against some of the people who have refused to pay the sum exacted, and because he has taken part in it they think he favours the exorbitant tax. They are allowed 12 oz. and not 16 oz. to the catty, and the people are told to go to the city and buy salt."

Messrs. Francis and Co.'s Kewkiang Tea Circular of 18th May says :—"The market for the new crop leaf was opened in the Ning-chow district a week ago, and about 4,000 piculs have been purchased at prices equivalent to about 23 to 24 tls. per picul laid down here. These prices are considered high, however, and it is reported that tea-men are now holding off for lower rates. One small parcel of Moning, picked earlier than the bulk [of the crop, is] already to hand; this is quite an exceptional parcel, however, and affords no criterion as to the quality of the crop generally. Musters of the Ningchows will probably come to hand in five or six days, and the teas in bulk are expected to arrive in about a fortnight. It is reported that in the Moyune district the new leaf is being purchased at prices equivalent to 27 to 28 tls. laid down here. All reports concerning the quality of the crop are of a most favourable nature."

The property of the Brick and Saw Mill Company, containing about 10 acres of land, and having a water frontage of some 2,400 feet, was sold on the 20th, together with a Clayton's brick-making machine, 10-horse engine, buildings, shed, &c., &c.,

for the small sum of 2,000 *lis.*, the purchaser being Mr. Knevitt.

A mortgage for £2,000, secured by the property known as the Elgin Arms, or Bellevue, having three years to run, interest 10 per cent., has been sold for 50,000 *lis.*

For houses suitable for European occupation there is a better enquiry, but premises settled do not show improvement in rentals. Chinese properties nothing to report.

The new silk season (says the *Recorder*) is now so close at hand that a few remarks upon this subject will not, we think, be out of place. After several years of failing and scanty crops we have now before us the prospect of a really abundant one. All accounts from the interior agree upon the one important point, the abundance of good leaves this season. It is a well-known fact that the failure of last year's crop did not lie only in the unsettled state of the weather, but had its real and prominent cause in the scarcity of leaves, which made it a matter of impossibility to bring up all the worms produced; and large quantities had consequently to be thrown away and destroyed. This great drawback will not have to be encountered this year, and there will be a sufficiency of leaves to feed the whole of the worms reared. Up to this moment (May 22) the weather has been as favourable as can be desired; the first crop is nearly secured, and is very highly reported upon. Inclement weather may, of course, interfere to some extent with the second and third crops, but the chances that this will be the case are quite as great. Even granted, however, that there would be a slightly diminished production on this account, the most reliable native accounts are unanimous in predicting an export of some 50,000 bales *Chinas* from Shanghai alone, and we think this by no means over-estimated. Add to this 6,000 bales, the estimated crop at Canton, and about 15,000 bales *Japans*, which will give us in round numbers some 70,000 bales to go forward during the coming season.

HONG KONG.

The French mail of 17th April arrived out on the 29th May. The dates are now down to the 30th. Telegrams had been received to 2nd May.

On Thursday, the 23rd May—before the Chief Justice in Chambers—a decision was given by his lordship in the matter of Messrs. Lyall, Still, and Co.'s application to be adjudicated bankrupts. Mr. Whittall had previously petitioned for an adjudication and made the usual formal oath of indebtedness, on behalf of himself, the other creditors and the bankrupts. The Chief Justice, while he admitted that the evidence of adjudication was complete, stated that under the peculiar circumstances of the case he would hesitate to adjudicate, except on the consent of all the principal creditors and of Mr. Lyall, the absent debtor. Mr. Pollard, Q.C., who appeared on behalf of Mr. Lyall, requested that the adjudication might be made forthwith, and stated that he submitted to the jurisdiction of the Court. Mr. Pollard appeared likewise for several of the banks and a number of the principal creditors; Mr. Whyte appeared for others of the creditors, while Mr. Caldwell appeared as attorney for several more; they, on behalf of their clients, also requested immediate adjudication, and submitted to the jurisdiction of the Court. Mr. Still having informed his lordship that the gentlemen so represented included the most important of the creditors of the estate, the Chief Justice, under the circumstances, determined to adjudicate Messrs. Lyall, Still and Co. to be bankrupts. At the same time, his lordship observed that he made the decision under the peculiar circumstances of the case, and upon the submission made on behalf of the creditors and debtors, and that it was not to be looked upon as a precedent.

We much regret to record the death of Mr. Langa, for many years H.B.M. Consular Agent at Macao. His funeral was numerously attended by the officials and respectable inhabitants of Macao.

A subject of importance to the trade of China has occupied the attention of the committee, viz., the resolution brought forward by Mr. Linstead at the general meeting held on 12th November:—

"That freight on tea and other cargoes be paid on the tonnage ascertained at time of shipment, instead of, as at present, on the tonnage measured after discharge."

This resolution has been circulated amongst the mercantile houses of Hong Kong, Canton, and the coast ports, and, with a few exceptions, has met with their approval, and the Chamber can now only recommend those firms who concur in the resolution to carry it out by taking the necessary steps when loading

a vessel on the berth, and by informing the captain of the new custom introduced, in order that no difficulty may subsequently arise. It is fully expected that this will be adhered to in loading the clippers at Canton and Foochow with the new season's teas.

The following resolution was also passed unanimously:—

"That the subscription for membership of the Chamber be for firms \$50, and for persons subscribing as individuals \$25."

Notes and Queries, we are glad to see, has fairly made good its footing, and is already recognised as a valuable means of extending our knowledge of China and Japan. The fifth number, which has reached us by this mail, contains notes on—Ethnographical Sketches of the Hakka Chinese, Devonian Fossils in China, Classifiers of Chinese Grammar, Yellow as an Imperial Colour, Notes on the Topography of some of the Localities in Manji, or Southern China, mentioned by Marco Polo, and Chinese Poetical Romance; Queries, on—A Negro race in the Himalayas, the word "Coolie," the Censorate in China, Presentation of Boots to Outgoing Officials, Law of Perspective, Chinese in Australia, "Corea" versus "The Corea," Infanticide in China, Timour and Tamerlane, Imperial Obsequies in Japan, Lunar Eclipses, Spanish Translation of the Works of Confucius, and the Author of the *Hao-chiu-chuan*.

The *China Punch* has been issued, but we have not received a copy.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 15th May. Present: His Excellency the Governor, the Chief Justice, the Attorney General, the Colonial Treasurer, Hon. H. J. Ball, the Auditor-General, Hon. James Whittall, and Hon. John Dent. The minutes of the previous meeting having been read and confirmed, the clerk read the title of the new ordinances, an abstract of which, and of the others submitted to the Council, we have given elsewhere. All the ordinances were received as read a first time.

His Excellency next introduced an ordinance for supplementary estimates for 1866, and proceeded to read from a paper which he had prepared, as follows:—

In considering the Supplementary Estimates—which the Council is now called on to vote for last year—it will be advisable to recur to the Original Estimates for that year, and to bear in mind that those estimates were framed so far back as July, 1865. The Original Estimates at that time provided for an expenditure of \$913,819, and out of the money so appropriated only \$811,981 were expended in 1866. Thus, if no other expenditure had taken place, there would have been a saving of \$101,838. As usual, however, there has been much expenditure which the Council in July, 1865, could not have foreseen. That expenditure has amounted to \$124,973—so that in lieu of a saving, there has in reality been an excess of expenditure to the extent of \$23,135, and the vote of the Council is now required to make good that deficiency and provide for the difference of appropriations in the various items. To arrive more particularly at the mode in which that deficiency has arisen, I shall classify the total actual expenditure of 1866 under general heads, thus:—

Ordinary expenditure	...	...	...	...	\$462,597.43
Mint	...	...	...	...	128,308.62
Public works (exclusive of Mint)	...	...	...	...	144,243.03
Payments to Imperial Post-office	...	...	...	...	107,149.93
Military contribution	...	...	...	...	93,658.54
					\$936,984.55

To meet that expenditure the colony received—

Ordinary revenue	...	...	...	...	\$651,436.62
Receipts on account of Imperial Post-office	...	...	...	...	107,149.93
Mint (Seignorage), &c., &c.	...	...	...	...	10,490.03

\$769,076.58

Hence there was a clear excess of expenditure in 1866 over the receipts of the year, to the extent of \$167,878, a startling deficiency, and which would have reduced the colony at once to bankruptcy, were it not that there had been former savings and outstanding capital on which to fall back, a contingency, however, which I must impress on the Council can no longer be relied on, as the capital of the colony, excepting its unsold lands, may be regarded now as expended. That result is of course mainly attributable to the larger outlay which has taken place on the mint; whereby capital to the extent of \$380,000 has now been sunk, whilst the only profit produced by the speculation, including seignorage, subsidiary coinage, &c., in 1866, was \$10,490. There is, however, one point in connection with the revenue which is satisfactory—viz., that the actual ordinary revenue, apart from produce of land sales, &c., has on the whole continued steady, but the expenditure on public works, instead of being limited to \$90,000, as anticipated in the financial statement of last August, reached \$132,000. And my attention having recently been drawn to the very irresponsible manner in which large sums for public works are expended in this colony, I have adopted stringent measures for bringing the intended monthly expenditure of the Surveyor-General's department early under the notice of the head of the Executive. There are one or two other items on which the Council is entitled to explanation. Thus the item of \$2,806 for interest on loans contracted on bills discounted in England was occasioned principally by the suspension of the Agra Bank, and the necessity which the Crown agents were under of borrowing money at the high rate then ruling in England to meet the colony's engagements, as for a time the bills of the Agra Bank held by the colony, and amounting to £17,162 8s. 10d., were not available, though I

am happy to say that the whole amount with interest has since been recovered. In like manner the smaller items of \$1,658 to be voted for the military contribution was occasioned by the lower rate of exchange ruling during the past year, which of course necessitated the payment of a greater number of dollars to purchase £20,000 in bills than had been estimated. On the whole, without wishing to anticipate the more comprehensive financial statement which the Council may expect when I introduce the estimates for 1867, I think I am justified in saying that if the colony be allowed time to right itself, and if it be relieved of the heavy drain on its resources occasioned by the annual expenditure on the Mint, we may hope that with the additional sources of revenue which the Council last year provided, the statement of assets and liabilities at the close of 1867 will be much more satisfactory than it was at the termination of the last year.

His Excellency, in introducing the ordinance for regulating the importation and storage of gunpowder, observed, it had no doubt been anticipated that the disaster which occurred in the harbour some time since would lead to such a Bill, for the better safety of the town and the inhabitants. It was founded chiefly on the suggestions of the harbour master and of members of the Council, and its object was to take the storage of gunpowder out of the hands of private individuals, and constitute Government the sole storers, compensation therefore to be fixed by the Council.

In laying before the Council "an ordinance for the better securing the health of emigrants in Chinese passenger ships clearing from Hong Kong," his Excellency said that although he had been from the first convinced of the necessity for legislation the better to fix responsibility on parties undertaking to supervise emigration of Chinese passengers, the ordinance now before them was the result more immediately of instructions from the home Government.

The list of ordinances also contained the following:—A Bill to assimilate the local law of partnership with that of England, for incorporating the civil police force with that belonging to the naval yard; for enabling the Government to resume possession of the Mahomedan cemetery; and for the prevention of contagious diseases. The Government had no intention of introducing a Bill dealing with gambling; and in reply to a question from Mr. Whittall, the Governor said, Stone-Cutter's Island was very much where it used to be, and he should be happy to sell it to Messrs. Jardine for a godown. It was in truth very difficult to know what to do with it. Turning to the general subject of gaol management, he congratulated the Council on the sensible diminution in crime of a serious character which had been observed of late. The general health of the gaol was good, and there was seldom more than the half of one per cent. in the hospital. The Council then adjourned until Wednesday, 22nd inst., at half-past two o'clock.

The Council met again on the 22nd May, when in reply to questions put by the Hon. James Whittall, his Excellency stated that there was no truth whatever in an assertion repeatedly made some time back by the *Daily Press* that Her Majesty's Government had remitted the military contribution of the colony. That assertion had been contradicted "on authority," but the contradiction only led to a reiteration of the untruth, with insinuations that he (the Governor) was denying what he knew to be the fact. Such conduct on the part of the *Press* was wholly indefensible, but, as it had taken place under different management, and was extremely unlikely to be repeated—and, moreover, had since been contradicted—he should say nothing more on the subject.

On the second reading of the ordinance authorising the appropriation of a sum not exceeding \$125,000 for the estimates of last year, the Auditor-General, in reply to Mr. Whittall, gave some explanations as to the apparent inconsistencies of the estimates. This was owing chiefly to the fact that they were bound down by certain formula in the making up of the accounts. The principal item in the deficit now made up was that of the Mint, which cost \$480,000, instead of \$350,000, as estimated in the budget of last year.

The Governor also explained that, in the item of "roads, streets, and bridges," a considerable outlay in reclaiming marine lots and building sea-wall had to be accounted for. He instanced the Post-office accounts, and mentioned another item, which was likewise noteworthy, viz., the large sum of \$295,000 estimated to be received for police and lighting rates; he was himself somewhat astonished at a first sight of it, but he afterwards found that it included \$110,000 for stamps. The ordinance was passed without alteration.

An ordinance to regulate the importation and storage of gunpowder was the next brought forward. On clause 18, which constituted every offence against the ordinance a misdemeanor, the Chief Justice objected to the use of the word misdemeanor

as language too strong. It was carrying matters a little too far to convert into crimes offences which were not criminal. A captain might contravene clause 9, by failing to exhibit a red flag; but that surely was not a misdemeanor. He thought also that the minimum fine of \$50 was too much, it might be left to the magistrate's discretion.—The Governor thought that such strictness would prevent the matter being treated lightly.—After some further conversation, the words "shall be a misdemeanor" were deleted.—The Acting Colonial Secretary: If it be tried in a summary way it is a misdemeanor all the same. I am sure of it.—Chief Justice: I don't know that. I have always been under the impression that the penalties do not constitute a misdemeanor.—Thus amended, the ordinance then passed, and the Council was adjourned until the 6th June.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 10th June (eight days later). The outward mails of May 10 had not arrived, but London telegrams had been received *via* Calcutta to the 24th May. The following summary of news is from the *Straits Times*:—

No new measures have been brought forward during the fortnight. His Excellency the Governor and suite proceeded to Penang on the 26th May and will return by the next mail steamer. The increase of expenditure involved by the sudden proposal for the construction of a new Government-house, as well as by the list of civil salaries under the new administration, has caused some slight feeling of uneasiness to prevail; and a rumour, probably groundless, which has lately circulated here that so large a sum as £20,000 to £25,000 was about to be appropriated to the purchase, for Government purposes, of the *Filippino*, a steamer that has arrived here for sale, has not tended to remove the feeling. A Government-house may or may not have been so necessary as to justify the immediate outlay of from £25,000 to £30,000; but it is impossible to conceive what benefit would be secured to the settlement by the purchase of a large sea-going steamer—handsome though she be. If any species of steamer be wanted for the special service of the Straits, it is a shallow-bottomed craft, suited to the navigation of rivers and comparatively still waters, and before even this be done it would be desirable to dispose of the two steamers already in the possession of Government. For the suppression of piracy beyond the smooth waters of the Straits, Her Majesty's steamers on the station are amply sufficient, and for the conveyance of Government officials from one station to another better accommodation will be found in the ordinary passenger boats constantly available than the colony could afford to supply in any steamer of its own.

The following memorandum, contained in a bottle, was picked up close to Rhio a few days ago, and transmitted to the Dutch Consul for the information of those interested. It seems extraordinary that this document, which appears to have been cast overboard off the Australian coast somewhere near Freemantle should in so short a time as has elapsed between the end of February and the end of May have travelled so far, and in so strange a direction as Rhio:—

INDIAN OCEAN.

On board the British schooner *Wild Wave*, February 26, 1867, lat. 34. S., long. 100 E., 165 days out—awful passage and miserable weather—passengers all well—one lady passenger gave birth to three children yesterday afternoon. Captain John H. Smith wants to be reported—first officer dangerously ill for about a fortnight. HENRY W. BRIAR.

LATEST TELEGRAMS.

(RECEIVED JULY 15, VIA GALLE.)

HONG KONG, June 13.

The Foochow tea season has opened. Quotations are 13 taels lower than last year. Fears of a short crop are entertained in consequence of the rains.

Grey shirtings, 6½ catty, \$3.50c. Water-twist, \$1.85c.

Tea season opened. Total export, 8,875,000 lbs.

Exchange on London, bankers' bills, 4s. 5½d.

SHANGHAI, June 7.

Grey shirtings, 6½ catty, 2.50 taels.

Silk, active and advancing. Export to date, 1,800 bales.

Exchange on London, 6s. 0½d.

Freight—tea, £4.

(RECEIVED JULY 19TH, VIA GALLE.)

HONG KONG, June 25.

Grey shirtings, 6½ catty, \$3.50c.

Water twist, 16-24, 1.85.

Tea tending downwards.

Exchange on London, 4s. 5½d.

SHANGHAI, June 20.

Silk active and advancing. Export to date, 6,000 bales.

Exchange on London, 6s. 3d.

Freights—tea, £3 10s.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

MCLACHLAN—On the 8th July, at No. 2, Royal-crescent, Cheltenham, the wife of James McLachlan, Esq., H.B.M.'s Consul, Batavia, of a son.
 PIERCY—On the 17th May, at Canton, the wife of the Rev. George Piercy, of a daughter.
 RIDDELL—On the 23rd May, at No. 5, Upper Mosque-terrace, Hong Kong, the wife of Mr. Walter Scott Ridell, of a daughter.
 THOMSON—On the 29th May, at Singapore, Mrs. W. Thomson, of a daughter.

MARRIAGES.

EARL—ANTHONY—On the 6th June, at Penang, by the Rev. J. Mackay, B.D., Percy William Earl, Esq., Assistant Commissioner of Police, to Flora, youngest daughter of A. A. Anthony, Esq., of Clove Hall, Penang.
 MAGNIAC—DANIEL—On the 11th July, at Speen Church, by the Rev. H. W. Majendie, vicar of Speen, assisted by the Rev. T. Richards, Arthur, son of the late Hollingworth Magniac, Esq., of Colworth, Bedfordshire, to Julia, daughter of M. R. Daniell, Esq., of Foley Lodge, Berkshire.

DEATHS.

ELLIS—On the 30th April, on board the Dodo, of dysentery, Joachim Ellis, a native of Copenhagen, Denmark.
 HOLME—On the 30th June, at 2, Primrose-hill-road, Adelaide-road, Jane, third daughter of the late John Holme, Esq., formerly of Grendon Lodge, Atherstone, Warwickshire. Friends will please accept this intimation.
 INNOCENT—On the 7th May, at Laou-Ling, Shantung, John Alfred, the infant son of the Rev. J. Innocent, aged 1 year and 3 months.
 M'DERMOTT—On the 30th May, at Singapore, George Thomas Walter, youngest son of Conductor James M'Dermott, aged 2 years and 11 months.
 MEDHURST—On the 17th May, Alice Evelyn, youngest daughter of Walter Medhurst, Esq., H.B.M.'s Consul, Hankow, aged 2 years and 7 months.
 SELL—On the 18th May, at Ningpo, from small pox, Mr. John Robert Sell, of the China Inland Mission.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.
1866-67.

	From Kana-gawa & Naga-saki.	From Shang-hai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to April 30, 1867	919887	55605874	47548475		13528945	117601181	49118
Corresponding period last season	1112250	50768271	47281380	747384	14573935	114453120	61924

	Ship.	From.	
May 16 ... Crawshaw Bailey	...	Shanghai,	735,713
— 25 ... Donnai (ml. str.)	...	Shanghai, &c.	204
— 30 ... Carnatic (ml. str.)	...	Do.	270

Telegrams report the sailing of the Maitland, Series, and Taeping from Foochow, and the Belvid Will from Canton. The mail steamer of June 13 brings 1,800 bales Silk, and French mail of 25th about 3,000 bales.

TO UNITED STATES.

						Pels.
From June 1 to April 30, 1867	...	...	...	...	33463166	519
Corresponding period last season	...	...	...	...	30972426	—

	Ship.	From.	
May 1 ... Glenclune	...	Yokohama	574,153

TO THE CONTINENT

						Bales
From June 1 to April 30, 1867	...	...	...	...	1676397	—
Corresponding period last season	...	...	...	...	3146410	—

TO SAN FRANCISCO.

						Ten pkgs.	Boxes
From June 1 to April 30, 1867	...	...	...	...	51832	106	—
Corresponding period last season	...	...	...	...	44473	508	—

	Ship.	From.	
May 15 ... Colorado (str.)	...	Hong Kong	580
— 24 ... Chelsea	...	Do.	400

TO AUSTRALIA.

From June 1, 1866, to April 30, 1867	...	...	...	11,030,715 lbs.
Corresponding period last year	...	...	...	10,464,097

TO GREAT BRITAIN.

						Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	...	51,022,600	—	—
" 1845 to 1846	...	...	...	...	57,334,300	18,604	—
" 1846 to 1847	...	...	...	...	63,972,900	22,143	—
" 1847 to 1848	...	...	...	...	77,337,800	61,280	—
" 1848 to 1849	...	...	...	...	92,240,300	59,481	—
" 1849 to 1850	...	...	...	...	76,990,255	68,315	—
" 1850 to 1851	...	...	...	...	65,789,792	83,134	—
" 1851 to 1852	...	...	...	...	85,560,452	64,169	—
" 1852 to 1853	...	...	...	...	90,066,160	70,644	—
" 1853 to 1854	...	...	...	...	109,854,040	79,199	—
" 1854 to 1855	...	...	...	...	121,273,580	72,887	—
" 1855 to 1856	...	...	...	...	117,463,586	46,603	—
" 1856 to 1857	...	...	...	...	121,236,870	32,313	—
" 1857 to 1858	...	...	...	...	115,333,042	62,890	—

EXCHANGES ON LONDON.

(For dates, see first page.)

		Bank.	Private.
At Yokohama	6 months' sight.	4s. 6d.	4s. 7d. to 4s. 8d.
At Canton	4 ditto	4s. 6d.	4s. 6d. to 4s. 7d.
At Shanghai	4 ditto	6s. 0d.	6s. 1d. to 6s. 1d.
At Hong Kong	6 ditto	4s. 4d.	4s. 5d. to 4s. 5d.
At Macao	4 ditto	4s. 4d.	4s. 4d. to 4s. 5d.
At Singapore	4 ditto	4s. 5d. to 4s. 6d.	4s. 6d. to 4s. 6d.
At Manila	4 ditto	4s. 5d.	4s. 6d.

At Shanghai, bills on India, Rs. 300 per 100 taels. At Hong Kong, Rs. 219½ per \$100. Bar Silver at Shanghai, tls. 111:8:0; at Hong Kong, 10½ per cent. premium. Mexican dollars at Shanghai, tls. 75 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares, par; Gas Company, par; Hong Kong and Whampoa Dock, 19 to 30 per cent. prem.; Union Dock Company, 20 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.

SHANGHAI.—The season has been closed by the settlement of a small parcel of common Shanghai-packed leaf at Tls. 14½ (= 11d.), and nothing now remains in stock. Several musters of new teas are to hand from Hankow, and we expect to receive news of the arrival of the first crops by an early steamer. The quality thus far proves, as we were led to anticipate, to be below the average, the leaf being unusually thin and poor, and we fear that really fine teas will be again scarce. Opening rates are expected to be 25 per cent. below those of last season. Total settlements, with reshipments from the River Ports, from the 1st of June, 1866, to date, 327,500 chests, against 274,500 chests last year. Green Teas: Out of a stock increased to 10,000 packages by arrivals from the river, about 1,200 half-chests have been taken for shipment to England, chiefly as flooring chop for the new clippers which are shortly expected on the berth. Prices have been very low, the inquiry being very limited. The first New Teas from Foochow are expected in July, and the Pingsuey's shortly after. We hear that country rates for New Leaf have not fallen in proportion to the decline here, and it is expected that the teamen will not be ready sellers when the market reopens. The Crawshaw Bailey has sailed for London with a cargo consisting chiefly of Green Teas, bringing our total export of this description to all countries for season up to twenty-four millions. The Settlements comprise 900 half-chests common Fychow and Tekhing, 20 to 27.5 tls., and 300 half-chests medium Tekhing, 32 tls., making 1200 half-chests. Total Settlements, with reshipments from the River Ports, from 1st June to date 364,100 half-chests, against 286,300 half-chests last year.

HANKOW.—Chest musters of nearly twenty chops Hip-ca-se and Oan-fa Teas had arrived, said to cost, laid down in Hankow, from 24 to 29 tls. per picul. The quality of the musters so far is not very promising, they showing generally a want of strength. A large number of buyers had arrived from Shanghai, but there seemed to be less general excitement than usual, and it was hoped opening prices would not exceed 28 or 30 tls. for crack chops for direct shipment to Russia.

KIUKIANG.—A shipment of 400 packages Green tea was the whole business to be reported. The small parcel of Black tea had been withdrawn, and the market was now clear of Old tea. One chest muster of New tea, a Ningchow, costing last year 39 tls., had arrived. Such teas would lay down this year at 22 to 25 tls., while Kiutuck, Loongkong, and Hohow teas would probably not cost more than 18 tls. Of Green teas the crop would be a large one, and the leaf was 30 per cent. cheaper than last year.

CHINKIANG.—This has ceased for the present to be a tea port, the stock of 3,000 half-chests having been shipped to Shanghai on owners' account.

CANTON.—An active business has been transacted during the past fortnight. Settlements of Country Congous show a further reduction in rates of about 3 tls. Canton-made Teas: The market has at length opened, and considerable settlements of Scented Teas have been effected at 25 to 26 tls. for Scented Capers, and 27½ to 34 tls. for Scented Orange Pekoes. The latter is almost a nominal quotation, Pekoes having attracted little or no attention. The quality of both kinds of Scenteds is about equal to last year's crop, and the Scenting is decidedly superior. New-made Congous have continued in moderate demand at about former rates.

FOOCHOW.—Congou: The first parcel came to hand on the 13th May, since when the arrivals amount to 30,000 chests. The quality, and particularly the condition, of the first arrivals were inferior. The Teas that have come down during the last three or four days show an improvement in both these respects—confirmatory of the reports from the country, that the lower classes are inferior, while the finer sorts are superior to the average of seasons. The quality has been seriously deteriorated by the growers having mixed old leaf with the Tea, before taking it to market; and this has been done most in the inferior districts. The bad condition of these same Teas has been caused by the wet weather, which has been a serious difficulty in the manufacture of all grades. Oolong: Arrivals amount to 1,200 half-chests, and of these only a few musters have been shown.

SILK.

CANTON.—Very little has been done since last report, owing to the warlike news received from Europe by telegraph. The market has been nearly cleared of old silk. The first crop is a failure, being fully 70 per cent. less than last year's; the second crop, however, is expected to be a very large one. Quotations, &c., are as follows:—Loongkong, No. 1, \$500 to 505; do. No. 2, \$485 to 490; Kowkong, \$430 to 430; Cumchuck Lucklow, \$450 to 460; Rereeled Cumchuck, \$530 to 540; Pun-jum, \$100 to 105; Tsatlee, No. 1, \$515 to 520.

SHANGHAI.—The season 1866-67 closes with total settlements and exports of 23,384 bales China and 14,022 bales Japan, against 41,883 bales and 12,695 bales respectively in 1865-66, showing a decrease of 12,112 bales, and as compared with 1864-65 an increase of 3,000 bales. It is generally estimated we shall have a supply of 45,000 to 50,000 bales, if the second crop be good; if a failure, not more than 40,000 bales. It is impossible to say at what price the market will open, as there is no appearance of eagerness at present, but we incline to the belief of at least 480 taels for 3rd Tsatlees, and 430 to 440 taels for No. 1 Kahins, unless we receive discouraging tidings from Europe.

CHINA AND JAPAN IMPORTS.

SHANGHAI.—Grey Shirtings: Market very dull, tendency to lower prices. T-Cloths: Without change. White Shirtings: In fair request and command quotations. Camlets: Sales for the past fortnight about 5,000 pcs. at rates for assorted, tending in favour of buyers. Spanish Stripes: Asked for to arrive at 67c. per yard for H.H. Sales about 1,000 pcs. Long Ells: Prices very steady. Sales of C P H, assorted to arrive at 7.20 per pcs. H H goods on the spot are held for extreme rates. Sales 4,000 pcs. Figured Orleans: Are a shade firmer, inferior kinds having realised 4.65 taels per pcs. Sales 7c. 8,000 pcs.

METALS.—Late arrivals have increased stocks of lead, but not added much to those of iron, for which a good inquiry exists. For good assorted ments of Nail Rod 2.60 to 2.65 tls. can be obtained. Bar has somewhat

improved; suitable parcels brought 2.70 tla. Lead: L. B. offered at 5.10 tla.

COALS.—The cargo of the Elmstone, Whinell, and John R. Worcester, have somewhat relieved the market, but caused no change in prices. Cardiff, from ship's side, 16 tla. English, ship's side, 14 tla. Anthracite, 13 to 14 tla.

CANTON.—In Cotton and Manufactures there is nothing new. Lead and Quicksilver continue in good demand at former rates.

HONG KONG.—A very uneasy feeling has prevailed since last mail left, in consequence of the alarming nature of recent advices from Europe, and purchases of Cotton Goods have only been made to a very limited extent, except in the case of T-Cloths, as noted below; Woollens, on the contrary have attracted more attention than for some weeks past. Cotton Yarn: The dullness in this article has continued, and settlements are only to be made at a reduction. Grey Shirtings: Large auction sales of milled goods, which took place early in the fortnight have fully supplied the immediate wants of our dealers, so that it has been almost impossible to make any clearances by private contract. A few choice parcels, however, have thus changed hands at \$3.05 to \$3.10 for 7 lbs., and \$3.47½ to \$3.59 for 8½ lbs., and some inferior goods of the last named weight at \$3.40 per piece. White Shirtings have been totally neglected. Grey T-Cloths: The demand for these continues, and upwards of 21,000 pieces have changed hands. \$2.40 is now readily paid for 6 lbs. 32 in., and 7 lbs. 32 in. have advanced to \$2.80 per piece. Dyed and Fancy Cottons: A small amount of settlements are reported in Dyed Brocades at \$4.95 per piece; Gentian Twills, at \$3.75 per piece; Chintzes, at \$2.20 per piece, and Turkey Red Shirtings at \$3.25 per piece. Spanish Stripes have come into some request, and have been taken to the extent of upwards of 1,000 pieces at about previous rates. Long Ells are beginning to be inquired for, but prices still rule very low. Camlets—In these only trifling settlements are reported. Inquiry is very slack. Metals: Nail Rod Iron has been active, but at rather lower rates for the ordinary makes of 1 to 6. Hoop and Bar find buyers to a fair extent, also at rather cheaper rates. Lead: 200 pigs have changed hands at \$6.60 per picul. Coal: Stocks decreasing, and small supplies on the way, market consequently improving.

SHIPPING INTELLIGENCE. ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, May 17, Challenger; 21, City of Aberdeen; from Deal, 21, Elmstone; from Cardiff, 21, Whinell; from Shields, 21, John R. Worcester; from London, —, Star of China, Vigil, Wild Deer; from Cardiff, Anna Dorothea (reported by telegram).

At HONG KONG.—From London, May 28; Burdwan, from Liverpool, 20, Everest; from Bordeaux, 18, Imperatrice Eugénie.

At MACAO, from Lisbon, May 18, H.F. M.S. Sada Bandeira.

At MANILA, from Liverpool, May 18, Sales; from Newcastle, 6, Vooruit; from London, Ogono; from Liverpool, Trinidad (reported by telegram).

At SINGAPORE.—From London, June 2, Taiwan (s.); from Glasgow, 1, Filipino (s.); 7, Dragon (s.); from Cardiff, 8, Haya Maro.

At PENANG, from London, May 21, Ceylon; from Glasgow, Zambezi.

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHEW.—For London, Maitland, Serica, Taeping. (Reported by telegram.)

From HONG KONG and CANTON.—For London, Belted Will. (Reported by telegram.)

From MANILA.—For Cork, May 17, Lord Raglan; for Boston, 19, Gentoo.

From SINGAPORE.—For London, June 1, Mirella; for Boston, 5, Borneo.

From PENANG.—For London, May 16, Tamerlane.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Havelock, Benefactress.

At HANKOW.—For London, Ada, Eliza Shaw.

At SHANGHAI.—For London, Isles of the South.

At FOOCHEW.—For London, Fiery Cross, Flying Spur, Whiteadder, Ziba, Yangtze, Chinaman, Expected, Taitsing, Ariel, Black Prince.

At HONG KONG.—For London, Min, Wemyss Castle, Passe, Patriot, Deerfoot; for New York, Ethel.

At MANILA.—For London, Monarch; for Liverpool, Hamilla Mitchell Capriolani; for New York, Daniel Marcy, Wild Rover.

At PENANG.—For London, Ceylon, Zambezi; for Falmouth, Dr. Peterman.

FREIGHTS AND CHARTERS.

At HANKOW.—To London, rates not fixed.

At SHANGHAI.—To London, £5 per ton; one vessel only on the berth.

At FOOCHEW.—Rates not fixed.

At HONG KONG and CANTON.—Freights are dull, with an increased supply of tonnage in harbour. The following is from the circular is from the Circular of Geo. Holmes:—Wemyss Castle, 700 tons, on the berth at Whampoa, for London, at £3 10s. per ton; Passe Partout, 304 tons, Whampoa to London, at £2 15s. per ton; Esmeralda, 360 tons, to Callao, at £3 per ton. Tonnage in harbour, exclusive of Siamese, 41, representing 18,824 tons.

At MANILA.—The settlements are confined to two vessels. The British barque Capriolani loads 600 tons dry sugar at £3, and about 200 tons hemp at £3 10s. For Liverpool: The British ship Hamilla Mitchell has been laid on at £3 for sugar, and £3 5s. for hemp. There is now no disengaged foreign vessel in port, and only one Spanish vessel of suitable size.

At SINGAPORE.—Rates for home remain steady and firm at £3 per ton all round.

At PENANG.—The Zambezi, 338 tons, and Ceylon, 265 tons, are loading for London. The former has a full cargo engaged at £3.5s. for Tin, Sugar, Pepper, and Tapioca, £3. 10s. for Hides, and £3. 15s. for Measurement. The Ceylon gets £3. 15s. for Tin, £3. 5s. for light freight and Sugar, and £3, 15s. for Measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	To.
May 3	Geppard	Manila	London
—	Eastern Star	Singapore	London
— 9	Maria Catharina	Batavia	Amsterdam
— 10	Priam	Glasgow	Batavia
— 12	Migrator	Singapore	Mauritius
—	Onward	Manila	Melbourne
—	Nippon	Batavia	Rotterdam
— 15	Nellie Hastings	Cardiff	Japan
—	Star of China	London	Shanghai
— 16	Wild Deer	London	Shanghai
— 19	Hugh Fortescue	Whampoa	London
— 20	Vanguard	Shanghai	London

COMMERCIAL POSTSCRIPT.

Another meeting of the committee appointed to effect the resuscitation of the Commercial Bank has been held without arriving at a result, and it is feared that the liquidators will not be able to wait longer, as creditors are pressing for payment. A call of £10 per share appears to be inevitable.

ARRIVALS NOT IN THE TABLES.—July 12, at Deal, from Samarang, Macassar; from Sourabaya, Alida; 10, off Dungeness, from Java, Ida Elizabeth; 12, at Brouwershaven, from Banjoewangie, Earl of Chester; 13, at Flushing, from Rangoon, Sparkler; 14, at Texel, from Samarang, Kanagawa; 17, at London, from Manila, Coromandel; July 16, at Dartmouth from Singapore, Elias; June 27, at Havana from Macao, Krimpenaan; de Leek; July 16, at Liverpool from Singapore, Roslin Castle; from Penang, Montesgle; 14, at Texel from Padang, Aletta Augusta; 15, at Brouwershaven from Banjoewangie, Sumatra; 5, at Zierikzee from Batavia, Catharina Maria; 18, at Deal from Singapore, Der Sud; from Colombo, British Constitution; 15, at Bremerhaven from Rangoon, Peter Gedeffroy; 19, at London from Colombo, Aron; 15, at Brouwershaven from Banjoewangie, Gebr. v. d. Beek; 19, at London from Ceylon, Palestine; at Falmouth from Akyab, Miranda; 17, at Texel from Tjilatjap, Jacob; 19, at Falmouth from Akyab, Buston Vale; from Amoy, Benger; off the Eddystone from Singapore, Hercules.

DEPARTURES.—From Rotterdam, for Batavia, Kosmopoliet; July 13, from Liverpool, for Shanghai, Devonshire; 15, from Sunderland, for Singapore, Blanche; 14, from Gravesend for Singapore, Flandre (s.); 17, from London for Japan, Osaca (s.s.); from Holland for Batavia, Cornelia Hendrika; 13, from Glasgow for Singapore, Jane Blyth; 11, from Lisbon for Galle, Argo, after repairing; 15, from Shields for Galle, Shalland; 19, from London for Cardiff and Singapore, Madagascar; 7, from Shields for Singapore, Neptunus; 13, from Lisbon for Batavia, Navigator, after repairing; from Cardiff for Hong Kong, Abbot Lawrence.

LAD OX.—At London for Shanghai, Shakespeare; for Colombo, Avon. At Liverpool for Shanghai, Leon Crespo; for Singapore, Heather Bell.

SPOKEN.—Kortenaar, Rotterdam to Batavia, June 6, 9 S., 38 W.; Eastern Province, Amsterdam to Colombo, June 6, 9 S., 33 W.; County of Argyle (not Countess of Argyle, as before reported), Glasgow to Java, 45 N., 13 W.; Marie and Elizabeth, Cardiff to Singapore, May 31, 7 N.; 26 W.; Doesborgh, Amsterdam to Maccassar, June 12, 2 N., 25 W.; Grosvater, Java to the Channel, June 14, 9 N., 26 W.; Ternate, Sourabaya to Rotterdam, July 12, 48 N., 11 W.; Krimpenaan der Lek, Macao to Havana, May 18, 12 S., 11 W.; J. C. Schotel, Shields to Galle, May 21, 7 N., 25 W.; Corina, Yokohama to London, 40 N., 31 W.; Roslin Castle, Singapore to Liverpool, May 1, 36 S., 22 E.; Stadde Maasilnes, Sourabaya to Amsterdam, June 8, 2 N., 24 W.; Malvern, Sunderland to Hong Kong, June 8, 2 N., 24 W.; Fontenaye, London to Japan, June 9, 4 N., 25 W.; Adolf Martinus, London to Batavia, June 1, 6 N., 25 W.

CASUALTIES.—The Tavistock, Tate, from Shields to Shanghai, arrived at Deal July 15, with crew refractory.

MISCELLANEOUS.—The Admiralty have invited tenders for the conveyance of 7 tons naval masts and 28 tons naval stores from the Thames to Trincomalee, also of 14 tons (meast.) rifled carbines to Colombo. At Mauritius, June 8, Diana Teengs, from Batavia for Rotterdam; 6, Thales (s.s.) Bramwell, and left 10th for Singapore; May 25, Douglas, Hammel from Singapore; June 3, Migrator, Romer, from Singapore.

THE VOTE FOR LABUAN.—In the House of Commons last night, on the question of a sum to complete the vote of £2,183 for Labuan, Mr. Alderman Salomons said that Labuan was a coaling station for steamers to the Pacific. Was there any prospect that the settlement would pay its own expenses?—Mr. C. Fortescue wished to know whether the Under Secretary for the Colonies could give any information respecting the progress and prospects of the coal mining districts. The island had been retained for its coal, and it was important for our trade in those seas if coal could be obtained. Hitherto, however, the progress in obtaining coal had been slow and disappointing.—Mr. Adderley was informed that the present prospects of the coal supply were much more satisfactory than they had been. It was in 1848 that the station had been accepted as a coaling station, and contracts had now been made for the supply of coal. A new Governor was going out in the autumn.—Colonel Sykes: Who is the new Governor?—An Hon. Member: "Mr. Pope Hennessy." [Mr. Salomons seems to suppose that the China Sea and the Pacific Ocean are identical. But we must not expect too much of Aldermanic geography.—Ed. L. & C. T.]

LAUNCH OF A CHINA CLIPPER.—On the 18th inst. there was launched from the building yard of Messrs. Connell, and Co., Glasgow, a handsome composite clipper ship of 1,350 tons, classed A 1 by Lloyd's for 14 years. She was named the *Spindrift* by Mrs. Findlay, wife of the owner, Mr. James Findlay, of Langlands, Kilbernie, who is also owner of the clipper *Taiting* and others. The *Spindrift* is intended exclusively for the China trade.

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

THE LONDON AND CHINA EXPRESS.

PUBLISHED on the departure of the Mails via Marseilles on the 10th, 17th, and 24th, contains a Summary of European, American, and General News; Commercial and Shipping Reports, and Special notices of Trade with the FAR EAST.

Subscription 54s. per annum, including Postage. Export Supplement 12s. extra.

The London & China Telegraph.

LONDON, SATURDAY, JULY 20, 1867.

THE MAIL SERVICES.

A BLUE-BOOK of some forty pages has just been issued, containing copies of correspondence regarding the proposed mail contracts for India, China, and Australia. The greater portion of this correspondence took place last year, and is now of little interest, as it relates chiefly to the experimental weekly service to Bombay which was carried on for a short by the P. and O. Company, without any subsidy; the remaining portion, however, furnishes a few items of information that have hitherto been wanting. There appears at first to have been a strong inclination on the part of the Government to give the Brindisi route the preference, for a Treasury minute on the Report of the Select Committee says:—

It appears from the able report of Captain Tyler, of the Royal Engineers, to the Postmaster-General, which my Lords have perused with much interest, that if the Brindisi route were made use of instead of that via Marseilles, there would be a saving in the time occupied in the conveyance of the mails between this country and Alexandria of 35½ hours previous to the construction of the Mont Cenis Summit Railway, of 39½ hours after the construction of that railway, and 42½ hours after the completion of the permanent French line from St. Michel to Susa. The great saving of time thus effected affords, in the opinion of my Lords, a conclusive reason for the adoption of the port of Brindisi, as the port of communication with Alexandria instead of Marseilles, the more so as it appears that the Italian Government are willing and anxious to make every necessary arrangement for facilitating the conveyance of the British mails through Italy.

This opinion is fully endorsed by the India-office, for in reply Lord CRANBORNE says:—

With regard to the substitution of Brindisi for Marseilles as the port of communication with Alexandria for the fast Indian mails, Lord Cranborne considers it to be of the utmost importance to reduce to the lowest practicable point the time occupied in the transmission of the mails between this country and India; and he learns with much satisfaction that the Lords of the Treasury and Her Majesty's Postmaster-General are of opinion that it will be practicable to adopt a change of route, which will conduce in a material degree to this highly desirable end.

But a subsequent letter from the Postmaster-General to the Lords of the Treasury exhibits the relative merits of the two routes in a different light. The Duke of MONTROSE says:—

As respects the contracts to be entered into by this department, I have thought it well, in order to enable your Lordships more readily to determine the question whether the Mediterranean service, in connection with the transit through France, shall in future be from Marseilles or Brindisi, to call for tenders for a service by each of those routes, though I now think it probable, owing partly to the saving in time which would be made in the Marseilles route by going direct to Alexandria instead of calling at Malta, partly to the uncertainty still attaching to the practicability of the transit through Italy of our large and heavy mails, and the danger of interruption from the circumstance that much of the Italian railway has only a single line, partly to the strong aversion which has been manifested by the French Post-office to the adoption of the Italian route (an aversion to which practical effect might be given by a notice to terminate the French postal convention), partly to the increased expense which a transit through Italy would probably entail, and in part, lastly, to the establishment of telegraphic communication with India, having rendered great speed in the packet service less important, that you will decide to continue the use of the Marseilles route.

As the subject is not further discussed, we may presume that the old route via Marseilles will in all likelihood be retained, at all events, for the present. The distribution of the extra expense to be incurred by the new system also forms a subject of consideration, and it seems probable that the Ceylon Government will in future be called upon to bear a portion of it, for in the minute above referred to we find the following paragraph:—

The large and important island of Ceylon has hitherto not contributed

towards the loss incurred by the packet service, by which its correspondence with this country has been conveyed; my Lords are of opinion that the time has now arrived when it may fairly be called upon to contribute towards the loss in question in proportion to its correspondence; at any rate, so long as the postage on letters to and from Ceylon continues at the moderate rate of 6d. the half-ounce letter; and my Lords would be glad if the Secretary of State for the Colonies will make an intimation to this effect to the Government of that island.

The last document in the series announces that persons willing to contract may tender, not only for the whole or any single service, but for a single packet per month on any of the proposed routes; and that the last day for receiving tenders will be the 16th of September next.

The question of Brindisi versus Marseilles is exciting no little attention in Italy, where there exists a very natural hope that the impending decision will be favourable to the former port. A pamphlet on the subject has just been issued by Signor CARLO ARRIVABENE, in which he adverts to the attempts which have been made, and which may be expected to be made, by the French to prevent the adoption of the Italian route by Brindisi to the abandonment of that by Marseilles. He points out that in a memorandum by the French postal authorities transmitted by the French MINISTER of FOREIGN AFFAIRS to Lord COWLEY, in which it was sought to prove that the saving of time to be gained by adopting the Brindisi route would be only ten hours, the memorandum based all its calculations upon the assumption that the Italian railways were only in operation as far as Ancona. He then endeavours to prove at length that it will be eventually highly advantageous to England to send not only that light part of the Eastern mail which is now sent by Marseilles, but also that heavier portion which is now sent by Southampton, by the Italian route, showing that thus the heavy mail, forwarded by ordinary trains, need leave London only from one to two days earlier than the fast mail, instead of from seven to eight days, as is now the case, using the Southampton route. He admits, however, that for this to be feasible it would be necessary that the Governments and companies through whose States the mail would have to pass should consent to a tariff reduced from the present rates; and that for such a reduction it may be necessary to wait till a competing line across the Alps, through Belgium, the Rhine country, and Switzerland shall be opened. Signor ARRIVABENE seems to have misgivings that French influence and the natural official liking for keeping the beaten paths may avail to prevent our Government and postal authorities from availing themselves of the Italian route; an opinion which is certainly to some extent confirmed by the letter of the POSTMASTER-GENERAL above quoted.

THE VICEROY OF EGYPT AND THE P. AND O. COMPANY.

A DEPUTATION from the Peninsular and Oriental Steam Navigation Company, headed by Mr. P. D. HADOW, deputy-chairman (in the unavoidable absence of Mr. ANDERSON, the chairman), and consisting of Rear-Admiral Sir W. H. HALL, K.C.B., Messrs. WEGUELIN, M.P., ALLAN, DE SALIS, THORNTON, C.B., and BAYLEY, directors; the Earl of LEVEN and MELVILLE, Mr. BETHUNE, Captain BAIN, and Mr. HOWELL, secretary, waited on the Viceroy of EGYPT, by appointment, at Dudley House, on Wednesday morning, the 10th inst., for the purpose of presenting a complimentary address on the occasion of his Highness's visit to this country. The VICEROY received the deputation in the most cordial manner, and appeared much pleased with the address, which was worded as follows:—

ALTESSE,—Nous, le président et les directeurs de la Compagnie Peninsulaire et Orientale, avons regus avec la plus vive satisfaction la permission que votre Altesse nous a si gracieusement accordée, de vous présenter nos hommages respectueux à l'occasion de la visite de votre Altesse à Londres.

Nous ne nous trouvons pas dans la nécessité de constater à votre Altesse les relations qui lient si étroitement les intérêts de la Compagnie Peninsulaire et Orientale avec le pays et le Gouvernement de l'Egypte, ces relations ayant été si souvent reconnues de la part de votre Altesse par des actes qui témoignent le désir de les cultiver et de les rendre continuelles.

Quand à l'époque de votre avènement au pouvoir, votre Altesse en répondant à l'adresse de félicitation du Corps Consulaire a déclaré votre intention de dévouer à la prospérité du pays toute l'énergie et toute la persévérance dont votre Altesse es si dignement dotée, nous avons sentis que ces paroles étaient pleines de bon augure pour l'entreprise dont nous sommes les Directeurs et les associés.

L'Egypte est devenu depuis de jour en jour la voie la plus favorisée du commerce entre l'Europe et les pays lointains de l'Orient, et si tous les efforts de votre Altesse n'ont pu devancer les demandes toujours croissantes que ce commerce impose à l'administration du transit les œuvres complètes et mis en progrès par votre Altesse affirment votre sollicitude pour cette branche importante du Gouvernement de votre pays.

Nous osons donc espérer que votre Altesse daignera accepter nos vœux très sincères qu'une longue vie et une parfaite santé vous soient accordées pour recueillir les bénéfices des mesures si éclairées, que sous le Gouverne-

ment de votre Altesse et de vos prédécesseurs ont transformé dans ces dernières années l'aspect du magnifique pays de l'Égypte.

(Signed) AR. ANDERSON, Chairman.

His HIGHNESS listened very attentively to the address, and then made a reply in Turkish, which was translated by his Excellency NUBAR PACHA as follows:—

"That his Highness desired to thank the directors for the step they had taken in waiting upon him, and to acknowledge the friendly sentiments expressed in the address. That the transit was a subject which he had always looked upon as a most important branch of his administration; that he was now constructing additional railway works, which when completed would shorten the distance between Alexandria and Suez; and he also hoped would enable him to diminish the charges, which the directors might perhaps regard as rather high at present."

MR. ADDERLEY AND THE CEYLON LEAGUE.

COLONIAL Affairs have never been favourite topics with the House of Commons, and those members who affect to be versed in this department of politics are not in all cases competent to discuss them. The consequence of this indifference and inertness is that the Crown, or rather the SECRETARY for the COLONIES, exercises a degree of control in colonial matters, in some of which Imperial interests are not necessarily involved, such as the Constitution never contemplated. A Parliamentary challenge on the action of the Colonial-office being so rare, a minister is left to take his own way. We have thus seen more than once a policy enforced wholly contrary to the spirit of British legislation, and such as public opinion in England, had it been fairly elicited, would never have sanctioned. As regards Ceylon, it is scarcely possible to conceive of injustice more glaring than that to which she has submitted at the hands of the colonial authorities, in being compelled to witness the idle accumulation of surplus revenue—a surplus mainly due to the arbitrary restrictions placed on the expenditure of revenue, and which has been urgently required for purposes of internal improvement. Still less would the voice of England sanction mere nominal representation of the tax-paying community in the local council when actual representation has been conceded, the spirit of the concession being neutralised by swamping the Council with official nominees, and a persistent refusal to enlarge the number of the elected members. Narrow and captious views, with a jealous antipathy to the enlargement of political privileges, would appear to be hereditary with the occupants of the Colonial Office. And the views of the SECRETARY of the COLONIES are of the first importance to those so largely affected by his decisions, for from these decisions there is found to be practically no appeal. If the SECRETARY be of retrospective tendencies—a man bound by the red-tapism of precedents—a colony, unless powerful enough to act for itself, is sure to be hampered in its progress. What, then, shall be said of a Secretary who, bringing to his office no spirit or liberality, and no enlarged or enlightened views, such as would give Ceylon at once rights of which no English community is deprived, displays such incapacity as to misapprehend, or such prejudices as to ignore their expressed wants and wishes? Twice has Ceylon petitioned the Throne in language clear and unmistakable for the removal of disabilities that press on all classes, in dealing with revenue and matters of local legislation, the removal of which was guaranteed by her original constitution; and yet, on the 4th inst., Mr. ADDERLEY, in his place in the House of Commons, referring to the League which represents the whole body of European colonists and settlers, referred to that body as formed in order "to obtain a control over the appropriation of the revenue by which they might spend the public money in improvements, and leave the English taxpayer to pay the whole of the expense of the military defence of Ceylon." No representation of the objects of the League, the petitions from which on the subject of colonial rights are not to be confounded with the memorial signed by certain Singalese requesting that Ceylon might be changed into a Crown colony, could possibly be more unjust. The colonists of Ceylon have been conspicuous in their readiness to assume their due share of outlay for the purposes of military defence, and Mr. ADDERLEY is well aware that the amount of their annual contribution to this end has been finally and determinately fixed by a military commission. What they demand is, in addition to efficient representation, that they shall be left unfettered in otherwise dealing with their island revenue, not being compelled to seek the sanction of the authorities at home as regards matters that simply concern their local interests. Never was application more reasonable, and Mr. ADDERLEY must have calculated on a

singular state of ignorance and indifference in the House of Commons in venturing to put such a gloss on the purposes of the organisation. That organisation did not come into existence until it was made apparent that no other means existed for making the voice of Ceylon felt in this country. We challenge Mr. ADDERLEY to justify his libellous imputation on the loyalty and public spirit of Ceylon, a colony noticeable for the enlarged view she has taken of her own and the imperial interests, and we trust there will be found members of the House of Commons ready to vindicate its honour. The success of the Ceylon League is only a question of time, and the realisation of its objects, objects legitimate in every respect, will only be hastened by the studious efforts made to misrepresent them.

We understand that the Archbishop of CANTERBURY has announced to the directors of the Church Missionary Society that he is prepared to proceed with the consecration of a bishop for North China and Japan, the consent of the Foreign-office having been obtained. The gentleman who is designated for the post is the Rev. W. A. RUSSELL, M.A., of Trinity College, Dublin, who has been for some time a missionary at Ningpo.

THE Austrian expedition to Eastern Asia, which was to have consisted of the frigate *Donau* and the corvette *Friedrich*, under the command of the late Minister of Commerce, Admiral Wuldersdorff, has again been postponed. This is the more to be regretted as Austria has as yet no treaties of commerce with China and Japan, and her merchant vessels are unprotected, and only tolerated, in the Chinese seas.

We understand that Messrs. Trubner and Co., of Paternoster-row, the London agents for the publishers of *The Treaty Ports of China and Japan*, have now received a full supply of that valuable handbook, and are prepared to supply copies at the price of £2 2s.

We understand that Sir JOHN MILLBANKE HUSKISSON has resigned the post of Her Majesty's Minister at the Hague.

THE JAPANESE FLEET.

At the meeting of the North China branch of the Royal Asiatic Society, held at Shanghai on the 18th April, Dr. Macgowan read an interesting paper on Japan, of which the following is an abstract:—

Statistical Note on the Steam Navy of Japan, with Remarks on the Condition of that Empire.

It is well known that when the Shogoon of Japan abandoned the policy of non-intercourse with foreign Powers, there sprung up a demand in the country for steam vessels, which foreign merchants promptly supplied. Few, however, are aware of the extent to which the general Government of the Daimios went in organising a navy of steamers and vessels of foreign rig. As accurate information on this subject serves to throw light on Japan in her present transitional condition, and as I am happily able to furnish a few statistical facts in relation to those purchases, I presume that the society will consider them record worthy. I present them also as data for forming an opinion on the political and mercantile prospects of a progressive people. This communication makes known the cost and tonnage of the vessels which the rulers of Japan have purchased since the opening of their country to foreign commerce, and the names of the States for which they are designed. For the list which is subjoined I am indebted to F. A. Groom, Esq., of the firm of Glover and Co., Nagasaki. Its accuracy, therefore, will not be questioned.

The list suggests a few prefatory remarks. It indicates a revival of a maritime and martial spirit in the nation that has been dormant for centuries. The large outlay for a steam navy which the list makes known does not, however, afford as strong evidence of progress as might at first sight be supposed. That versatility of genius which the Japanese have frequently exhibited, and notably when they took charge of and worked without foreign assistance the steamer which was presented to them by the English Government, and as was shown also by their taking unaided a steamer to and from San Francisco, has been attended by the usual accompaniment of versatility, a want of persistency, and a dilapidated navy is the result; and this, too, notwithstanding their having established at Nagasaki an expensive machine shop expressly for the repairs of steamers. The fact that three-fourths of the purchases of foreign built vessels were made by Daimios shows that the Government at Yedo is either disinclined or unable to deprive those semi-independent princes of the advantages which accrue from the possession of fleets. The vessels of the Daimios are in better condition, are turned to more useful purposes, than are those of the general Government. The most powerful, and perhaps the most progressive, of the Daimios is the Prince of Satsuma. He is the chief purchaser of foreign built vessels, and that he has other than military aims is demonstrated by the pains he is taking to develop the industrial resources of his principality and his Lewchewan dependency. He is promoting both agriculture and commerce by the introduction of cotton mills, sugar mills, and other useful machinery. His navy is employed almost wholly for commercial purposes. He gives employment to a number of foreign engineers, and anterior to the opening of Japan, he republished for the use of his sea-going subjects a work on the laws of storms, in the Chinese language, by the writer of this note. He is evidently aware of what constitutes true greatness in a State.

On comparing what I observed in Japan during a late visit with what I observed when the country was first opened, I saw numerous evidences of rapid advancement, but the saddening conviction was forced upon me that the amiable natives of that country are decreasing in numbers. As the opening of Japan proved to be her political salvation, averting Russian annexation which was impending, so perhaps her Christianisation—a probable consequence of that opening—may save her from the doom of extinction which unquestionably awaits all other Pacific islanders.

A resume of the subjoined list will show in a few words what has been attempted by the Japanese towards the creation of a steam navy. It will be observed that of the 83 vessels that have been sold to the Japanese by foreigners 16 were purchased by the general Government and the same number by the Prince of Satsuma; the purchasers of 12 are not known, and the balance were taken by twenty of the other Princes, one, two, or more each. The tonnage of four is not given. The aggregate of the balance is over 25,400 tons; the total price paid by the Japanese for 79 vessels is \$5,770,000. With a few unimportant exceptions, these vessels were steamers; 60 of which have the English flag, 17 the American, three Prussian, and two Dutch—one is unknown. The list omits the steamer which was presented to the Shogoon by the British Government, and the gunboat which the Government of Yedo procured at a fabulous cost through the late Minister of the United States, which proved a bad speculation as far as the Japanese are concerned, and a disastrous one as regards American prestige in that country. To the above must soon be added ironclads, monitors, and other steamers that have been ordered in Europe and America. Every addition to the armed fleet of Japan is a presage of evil, as such vessels are less likely to be employed to resist foreign aggression than in internecine strife.

Merchant Vessels sold from the Opening of the Three Ports of Yokohama, Nagasaki, and Hakodadi, July 1, 1859.

Name.	Tons.	Price.	Purchasers.
1 England (British) <i>a</i> ...	746	\$128,000	Prince Satsuma
2 Feuna (Dutch) ...	250	16,000	Prince Sendai
3 Daniel Webster (American) ...	263	16,000	The Shogoon
4 C. E. Tilton (American) ...	448	35,000	Prince Tchikusen
5 Althea (American) ...	378	22,000	Government
6 Armistice (British) ...	358	34,000	Government
7 Fiery Cross (British) ...	447	130,000	Prince Satsuma
8 Columbia (American) ...	777	95,000	Prince Tchikusen
9 Governor Wallace (American) ...	180	14,300	Prince Etakosui
10 Lancefield (British) <i>b</i> ...	447	116,000	Prince Chosieu
11 Jinkee (British) ...	405	150,000	Government
12 St. Louis (American) ...	1,500	88,000	Prince Awa
13 Wanderer (American) ...	175	10,000	Prince Owari
14 Taoutai (brig) (American) ...	167	70,000	Prince Idsumo
15 Gazelle (schooner) (British) ...	337	100,000	"
16 City of Hankow (British) ...	241	100,000	Prince Kanga
17 Nankin (British) ...	81	42,500	Government
18 Lenrick (British) <i>c</i> ...	283	20,000	Prince Chosieu
19 Victoria (British) ...	94	66,000	Government
20 Sir Charles Forbes (British) ...	138	48,000	Do.
21 Shantung (American) <i>d</i> ...	361	135,000	Government
22 Ly-ee-moon (British) <i>e</i> ...	370	195,000	"
23 Leemin (British) ...	181	89,000	Prince Aki
24 Contest (American) ...	532	95,000	Prince Satsuma
25 Shanghai (British) <i>f</i> ...	412	115,000	Prince Tosa
26 Sir George Grey (British) ...	492	85,000	Prince Satsuma
27 Water Witch (British) ...	236	25,000	Prince Nambo
28 Kumsing (American) ...	—	125,000	Prince Hitchigen
29 Sarah (British) ...	160	75,000	Prince Satsuma
30 Shunplee (British) ...	341	100,000	Government
31 Yangt-ze (British) ...	350	145,000	"
32 Foh-Kien (British) ...	274	75,000	Satzuma
33 Swatow (British) ...	145	80,000	Kurmle
34 Lotus (British) ...	461	120,000	Satzuma
35 Stork (H.B.M.S. Beagle), (Brit.)	164	75,000	"
36 Cosmopolite (British) ...	—	120,030	Higo
37 Carthage (British) ...	500	120,000	Hizen
38 Bahama (British) ...	687	138,500	Kishow
39 No. 1 (Dutch) ...	—	—	particulars not transpired
40 Viola (British) ...	684	95,000	Satzuma
41 Sir H. Parkes (British) ...	541	112,000	Kauga
42 Elgin (British) ...	396	125,000	Skuzen
43 Ayrshire Lass (British) ...	67	25,000	"
44 Union (British) ...	205	60,000	Satzuma
45 Kinlin (British) ...	270	75,000	"
46 Gerard (British) ...	410	80,000	"
47 Huntress (American) ...	383	19,000	"
48 Star (American) ...	—	12,500	Kauga
49 Berlin (Prussian) ...	207	11,000	Echezen
50 Brandenburg (Prussian) ...	800	35,000	Government
51 Mathew Luce (Prussian) ...	305	35,000	"
52 Promise (British) ...	—	80,000	Kokura
53 Pembroke (British) ...	248	25,000	Satzuma
54 Sarah (British) <i>g</i> ...	160	10,000	"
55 Dolphin (British) ...	330	23,000	Hizen
56 Wild Wave (British) ...	396	12,000	Komatiz
57 Orientsama (British) ...	—	50,000	Satzuma
58 Pembroke (British) ...	—	20,000	"
59 Yedo (British) ...	370	70,000	Hizen
60 Granada (British) ...	—	109,366	Higo
61 Eagle (American) ...	—	180,000	Government
62 Mercury (British) ...	120	30,000	"
63 Fairy (British) ...	70	23,000	Prince of Higo
64 Japan (British) <i>h</i> ...	473	110,000	Prince Gayshu
65 Dumbarton (British) ...	—	180,000	Government
66 Kestrel (British) ...	230	60,000	"
67 China (British) <i>i</i> ...	—	20,000	Tosa
68 Satsuma (British) ...	281	24,000	"
69 Owari (British) <i>j</i> ...	323	30,000	"

70 Varuna (American) ...	1,318	175,000	Chosieu
71 Hercules (British) ...	150	60,000	"
72 Tapangnoo (British) ...	517	105,000	"
73 Nankai (British) ...	190	75,000	Tosa
74 Martin White (American) ...	100	75,000	"
75 Valet a (British) <i>k</i> ...	298	—	"
76 Chusan (British) <i>l</i> ...	817	70,000	"
77 City of Nantes (British) ...	301	55,000	"
78 Shoneylen (British) <i>m</i> ...	659	157,000	Tosa
79 Kafir Chief (British) ...	178	11,000	"
80 Spunkie (British) ...	—	—	"
81 Scotland (British) <i>n</i> ...	1,864	—	"
82 Kagosima (British) <i>o</i> ...	430	40,000	Higo
83 Corea (British) ...	—	22,000	Higo

[REMARKS.—*a*. Burnt at Kagosima during the action. *b*. Sunk at Simonosaki, but afterwards raised and sold to Messrs. Russell and Co. *c*. Destroyed by the French at Simonosaki. *d*. Lost at sea shortly after purchase. *e*. Laid up at Yedo. *f*. Resold to foreigners. *g*. Resold. *h*. Payable in three years. *i*. Steamer Shanghai in exchange. *j*. Lost before delivery was taken. *k*. To be paid for in coals. *l*. Payable by instalments extending over seven years. *m*. Credit extending over three years. *n*. Particulars not transpired (about \$125,000), to be delivered on return from Yokohama. *o*. To be delivered immediately.]

The President (Dr. Winchester) was not prepared to accept the somewhat gloomy statement which Dr. Macgowan made with respect to the numbers of the population of Japan, and was disposed to believe that his estimate was somewhat lower than the fact. Judging from the number of inhabitants known to be resident in Yedo, and also from the estimated revenue of the country in kokus, he (the President) thought the population could not number less than twenty-eight millions. With respect to the impulsiveness of the Japanese character, he concurred with Dr. Macgowan's remarks. Dr. Winchester concluded with an eloquent description of the kingdom and people, and expressed his belief that no one who remembered the beauty of the country, and the kindness, suavity, and refinement of its inhabitants, could fail to look with interest upon the future prospects of Japan, and trust that it might become the land of progress, of liberty, and of religion.

Information having been requested respecting the prospects of telegraphs in China and Japan, Dr. Macgowan remarked that with regard to Japan he found the Government of Yedo well disposed towards the enterprise, who, but for the death of the Mikado, would probably by this time have arranged for the construction of a line between Yokohama and Yedo. He believed that the time is not far distant when Japan will be connected by telegraph with the Russo-American line at the Amoor; and he thinks it not unlikely that Shanghai may by means of a cable to Japan find its readiest channel of communication with America and Europe. With regard to China, he holds that submarine telegraphy along the coast, advocated by the newspapers of Shanghai and Hong Kong, is preferable to a land line. The East India Telegraph Company, which he represents, has advised him of its having decided to order the manufacture in England of the requisite amount of cable. He proposes to connect the Woosung shore end with this settlement by an air line extending along the road constructed by foreigners from Shanghai to that point which he is confident can be done without much popular opposition. He was about to proceed to Peking to prosecute his undertaking in that capital. He is also in correspondence with the Spanish Government for extending a cable from Hong Kong to Manila.

Monetary and Commercial.

A meeting of the shareholders of the London Joint-Stock Bank was held on the 18th inst.; G. G. Nicol, Esq., in the chair. A bonus of 6s. 3d. per share was declared, which, in addition to the usual 12½ per cent. dividend, will be equivalent to £1 5s. upon each share. The total net profits amount to £92,175, so that £2,175 will remain to be carried forward. A general meeting will be held on the 25th inst., when a proposal to increase the paid-up capital from £1,080,000 to £1,200,000 by the issue of 8,000 new shares will come under consideration. The balance-sheet and directors' report are very satisfactory, and will be found in full in another column.

It is understood that the Agra Bank will be prepared on and after the 1st of next month to pay its promissory notes falling due on the 15th of October under rebate of interest at the same rate the notes carry—namely, 5 per cent.

The biddings for £270,000 in bills on India took place on the 17th at the Bank of England. The amounts allotted were—to Calcutta, £41,300; to Madras, £10,000; and to Bombay, £100,000. The minimum price was fixed, as before, at 1s. 11d. per rupee on all the presidencies. Tenders at the minimum on Calcutta and Madras will receive in full, and on Bombay about 63 per cent. All tenders above the minimum will receive in full. These results show no revival in the demand for means of remittance to the East.

The bar silver brought by the West India packet has been disposed of at 60½d. per oz., showing no alteration. A limited amount of Mexican dollars has been sold for China at 59½d. per oz., an advance of ½d.

A half-yearly meeting of proprietors of the Chartered Mercantile Bank of India, London, and China is convened for the 19th November.

At the meeting of the Union Bank of London, Mr. Northall Laurie in the chair, the report showed an available total of £221,479, including the large previous balance of £99,436, which was reserved last year to meet any contingencies that might prove to have resulted from the crisis of 1866. A sum of £80,000 being now believed sufficient for that purpose, the amount of divisible profit was £161,479, out of which a dividend at the usual rate of 15 per cent. per annum and a bonus of 5 per cent. (making, with the dividend paid in January, 22½ per cent. for the past twelve months) were declared, leaving £11,479 to be carried forward.

The report presented at the meeting of the Alliance Bank yesterday shows an available total of £19,812, including a previous balance of £2,756, and recommends a dividend of 7s. 6d. per share, or 3 per cent. per annum, and the appropriation of £1,000 to building and furniture accounts, leaving £3,966 to be carried forward. The depreciation arising from the commercial crisis has made it necessary to revise the estimated value of the securities held against previous bad debts. Finding from this that the reserve of £70,000 would be materially reduced by a realisation of them at present prices, the directors recommend "that the preliminary expenses and the balance of the building account (Lotbury premises) be first entirely written off, and that the amount then remaining be carried to the credit of the old bad debt account, which they confidently believe will then be fully covered."

The report of the General Credit and Discount Company recommends an interim dividend for the half-year at the rate of 5 per cent. per annum, and expresses confidence in the present position of the undertaking, as well as in its general prospects of carrying on a sound and profitable business.

The report of the National Bank states the profit for the half-year to have been £101,338. The usual dividend at the rate of 8 per cent. per annum and an extra dividend of 16s. per share have been declared, leaving £1,338 to be applied to reserve, which will then stand at £461,592. The directors also state that, notwithstanding the moderate rates of interest which prevail, they have been enabled to employ the resources of the bank with advantage.

At the half-yearly meeting of the general board of directors of the Thames and Mersey Marine Insurance Company (Limited) an interim dividend at the rate of 10 per cent. per annum and a bonus of 5 per cent. (in all 4s. per share) were declared, being together at the rate of 20 per cent. per annum for the half-year ended the 30th of June.

The directors of the Union Bank of Australia have resolved upon a dividend of £2 2s. 6d. per share, being 8½ per cent. for the half-year.

At the meeting of the Submarine Telegraph Company on the 17th the proposal to increase the capital from £265,000 to £300,000, by the issue of £35,000 stock bearing a preferential dividend of 7 per cent., for the purpose of laying an additional cable from Ostend, was agreed to.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices July 16.	Prices July 19.
210	Agra Bank	6	—	—
30	Amalgamated Bank, new shares	10	—	—
25	Bank of Egypt	All	—	—
30	Chartered Bank Ind., Aust., & China	All	—	—
25	Chartered Merc. of India and China	All	—	—
30	City Bank	10	14 to 15	13 to 15
30	Eastern Exchange	5	—	—
100	Hindustan, China, and Japan	28	—	—
20	Land Mortgage Bank of India	4	—	—
50	London and County	20	54 to 56	55 to 57
50	London Joint Stock	15	43 to 46	42 to 44
100	London and Westminster	20	104 to 106	103 to 105
25	Oriental Bank Corporation	All	42 to 44	42 to 44
50	Union of London	15	39 to 41	38 to 39
MISCELLANEOUS.				
5	Bombay Gas	All	4½ to 4½ x d.	4½ to 4½
—	Ceylon Deb., Nov. 1866, 6 per cent.	100	102 to 104	102 to 104
—	Do. 1878	100	108 to 110	108 to 110
20	Ceylon Company	10	1½ to 1½ dis.	1½ to 1½
20	Do. A shares	5	2 to 1 dis.	2 to 1 dis.
30	China Steamship & Launan Con/Co	13½	13½ to 13½ dis.	13½ to 13½ dis.
10	Credit Foncier & Mobilier of England	9	5½ to 5½ dis.	5½ to 5½ dis.
20	Egyptian Com. & Trading Company	6	4½ to 4 dis.	4½ to 4 dis.
10	General Credit & Discount Company	7½	2½ to 2 dis.	2½ to 2 dis.
10	Hong Kong and China Gas	All	8 to 10	8 to 10
20	International Finance Society	5	2½ to 1½ dis.	2½ to 1½ dis.
5	Oriental Gas	All	5½ to 5½	5½ to 5½
10	O. Inland Steam	All	—	—
60	P. and O. Steam Company	All	41 to 43	43 to 45
50	Do. New 1855	All	40 to 42	43 to 45
50	Do. Do. 1867	5	6 to 4 dis.	5 to 3 dis.
20	Société Financière d'Egypte	10	7 to 6 dis.	7 to 6 dis.
10	Upper Assam Tea	7½	—	—
10	Do.	All	1 to 3	1 to 3
100	West India Steam Company	60	89 to 92	89 to 92

MANCHESTER MARKETS.

Mr. Sam Mendell's report states:—The depression in this market has become more decided since the 9th instant; prices are all lower, with sales on a very limited scale, and the general tendency is still in favour of buyers, but more especially is this the case with qualities of Yarns and Goods adapted for the markets of India. Quotations are:—Grey Shirtings: 7 lbs., 8s. 6d. to 9s. 3d.; 8½ lbs., 11s. 3d.; Cotton Yarn: Nos. 16-24, 1s. 2½d. to 1s. 3d.; Nos. 28-32, 1s. 3d. to 1s. 4d.; Maddapollams, 3s. 10½d.; Long Cloths, 10s. 3d.; T-Cloths, 6s. 9d.; White Spot Shirtings, 12s. 3d.; Damasks, 21s. 6d.

ARTICLES OF IMPORT.

TEA.—Since the 10th instant the tea market has continued extremely flat, and the amount of business transacted has been very small. At the public sales that commenced on the 16th, medium descriptions of Congou went rather lower. Foochow Congous: Dust and siftings are without alteration. Fair leafy, of old import, sold at the auctions at 1s. per lb.; and privately these have ranged at 1s. to 1s. 0½d. for new import, occasionally the price being in favour of the buyer. Superior grades have sold at 1s. 2d. to 1s. 3d. per lb., but in very small quantities, the demand over 1s. 1d. being as restricted as before. Fine and finest are not inquired for. Black Leaf Congous: Dust, "with all faults," sold at the auctions at 5d. per lb. In common, sales have been made at 11½d. per lb., but there is little offering under 1s. per lb., still it is difficult to sell at this price, except they possess fair quality; over 1s. 1d. the demand is trifling; some breaks of medium to fine were sold at 1s. 4d. to 1s. 9d., which were easier prices. Privately there is hardly any demand whatever for these grades. Taysan Congous do not show any alteration. Scented Orange Pekoes: Some breaks of fine sold in the sale at 1s. 5½d. to 1s. 6½d. per lb. Scented Capers, ex Sea Bird, sold readily, although the late extreme rates were not obtainable. Green Teas: In country kinds there is not any alteration worthy of note. Canton kinds have sold at full rates.

SILK.—There is no change to report in this article. The market continues dull, with an almost total absence of business.

COTTON.—The market has been extremely dull and inactive, and the sales have been trifling at a reduction of ¼d. per lb. for all descriptions. The total sales have been 1,400 bales on the spot and 1,200 to arrive. No China has been offered since our report of the 10th inst.

COFFEE.—The Colonial market has remained very steady during the week, and of the limited supply of Plantation Ceylon, the good qualities have found ready buyers at stiff rates. Native continues out of demand, and beyond a few bags real good ordinary at 62s. little has been sold. The following are the particulars of the public auctions:—Of Ceylon, 740 casks, 440 barrels and bags Plantation, mostly sold, fine ordinary to low middling, 68s. to 77s. 6d., middling to good middling 78s. 6d. to 83s., and 534 bags Native were withdrawn. Of Manila, 1,045 bags pale were bought in at 64s. The stock of Ceylon on the 6th inst. was 8,210 tons against 4,100 in 1866, and of all descriptions 13,960 tons against 14,880 in 1866.

COIR YARN.—The only offer at auction has been 40 tons Ceylon, part of which sold at £28 to £34 10s. per ton.

CINNAMON.—Higher prices have been obtainable for Ceylon, 44 bales having been sold as follows:—First sorts, 2s. 3d. to 2s. 4d.; seconds, 2s. 1d. to 2s. 3d.; thirds, 1s. 9d. to 1s. 11d. per lb.

CLOVES.—Two cases Penang realised 11½d. per lb.

CUTCH.—Small lots of fine Pegu have been reported sold at 40s. per cwt., but the demand is limited, and 185 bags Singapore were all bought in at 25s. per cwt.

DRUGS.—Beans: 11 cases ordinary to good medium Tonquin realised 8d. to 1s. 2½d. Camphor: Steady, and the offers at auction consisting of 50 tubs Japan and 130 cases China realised £6 17s. 6d., landing weights. Cantharides: For 2 cases China at the sales 2s. 3d. only was offered, and they were eventually bought in at 4s. Cardamoms: 43 cases Ceylon were bought in; fair at 3s., ordinary at 2s. 6d. per lb. Rhubarb: For China descriptions a decline of 6d. to 9d. for the better, and 3d. to 6d. for the lower qualities has taken place, and of 190 cases offered 68 sold as follows:—Fair mixed, 4s. to 4s. 3d.; good medium, 3s. 6d. to 3s. 7d.; medium, 2s. 5d. to 2s. 10d.; ordinary, 1s. 7d. to 1s. 9d.; wormy, 1s. 5d. to 1s. 7d. per lb.

EBONY.—Of Ceylon, 259 logs (48 tons) were bought in at £5 15s. to £9 per ton.

GUMS.—Benjamin: At auction, 37 cases Siam realised for middling bold, mixed, blocky, and slightly barky, £24 15s. to £25 5s., and for rather dark small almond in block drossy £11 to £13, and 5 cases rather dull Sumatra seconds, £8 12s. 6d. to £8 15s. per cwt. Damar: 16 cases good partly bold Bataavian realised 76s. to 78s. 6d. per cwt.

HORNS.—Of Ceylon Deer 1,924 Horns (23 cwt.) sold at 72s. per cwt.

MANILA HEMP.—No private business is reported, and at auction 884 bales were offered and withdrawn.

PEPPER.—At public sale 1,704 bags Black Singapore were withdrawn; of 1,506 bags Penang only 200 bags of the sound portion sold at 2 15-16d., and the sea-damaged (700 bags) at 2½d. to 2½d. Privately, very little has been done; 85 bags Singapore White at auction were bought in at 5½d., but the greater part since sold thereat.

RICE.—There is still a good inquiry for floating cargoes, of which five have been sold; one of 850 tons Rangoon at 11s. 9d., and one of 740 tons Larong Arracan at 10s. 9d. ex ship, both arrived off Coast; one of 1,600 tons Nakrenzie, May sailing, at 10s. 7½d. for the United Kingdom; 1,560 tons for the Continent at 10s. 6d.; one of 1,600 tons Rangoon at 11s. 1½d. and another of 700 tons, March sailing, at 11s. 6d. for the Continent. Landed parcels are offered at easier rates, and only about 6,000 bags soft grain have been taken, Nakrenzie at 11s., Rangoon 11s. 9d. to 12s. 3d.

SUGAR.—A quiet tone has continued to pervade the market for this article, and as most holders have shown unabated firmness, transactions have been of light amount. Cargoes afloat have been in less general request, and except for Muscovade descriptions the late currency has been barely obtainable. No sales of East India description have taken place. The imports of raw sugar into the four chief ports of the United Kingdom to the 6th of July were 287,400 tons, against 279,600 tons in 1866. The clearances for home consumption were 277,800 tons, against 289,900 tons. The stock was 178,100 tons, against 220,700 tons last year.

SAPANWOOD.—The sales have included 20 tons Manila at £9 17s. 6d. to £10, and 20 tons Ceylon at £10 5s. to £10 15s. per ton.
TORTOISESHELL.—Of Singapore 2 cases (543 lbs.) were bought in at 9s. No Manila has been offered.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
June 3	Esperanza	Onate	Macao	Havana.
14	Robin Hood	Morgan	Poochow	New York.
23	Laura and Adele	Pohlmeier	Batavia	Off the Land's End
26	Malvina Vidal	Kessal	Siam	Portsmouth.
28	Padel	Sternberg	Akyab	Off Falmouth.
—	Libra	Dirksen	Batavia	Off Beachy Head.
17	Albisserswaard	V. Linden	Padang	New York.
—	Ferdinand and Louis.	Duinker	Batavia	Off Falmouth.
28	Emilie	Hansen	Storey	Deal.
July 2	Khandeish	Storey	Batavia	London.
—	Patriarch Samlari	Lion	Do.	Off Weymouth.
June 8	Josefita y Almira	Pereira	Macao	Havana.
13	Mina	Achutegui	Do.	Do.
13	Victoria	Meterlich	Do.	Do.
19	General Havelock	Cawse	Poochow	New York.
25	Elena	Knutsen	Singapore	Gibraltar.
—	Aerolite	—	Bassein	Off Queenstown.
July 2	Zaanstroom	Driest	Batavia	Texel.
—	Sophie	—	China	Deal.
5	Yane	Petersen	Akyab	Falmouth.
5	Peter Godeffroy	Meyer	Rangoon	Off ditto.
6	Indiana	Cooper	Java	Cowes.
Jne. 30	Imaro	Sandrinnell	Singapore	Trieste.
July 7	Sea Bird	—	Canton	Downs.
8	Golden Pleece (s.)	—	Cape and Hong Kong	Queenstown.
7	Harkaway	Collier	Do.	London.
6	Seafish	Tough	Do.	Douras.
6	Broadwater	—	Japan	Do.
7	William Stewart	Atkins	Akyab	Falmouth.
7	New Brunswick	Mesley	Rangoon	Do.
6	Rathfern	Mitchell	Do.	Liverpool.
—	Glencoe	Sands	Akyab	Off Queenstown.
7	Knighon	—	Rangoon	Liverpool.
8	Fairy	Johnson	Colombo	London.
9	San Fernando	—	Manila	Plymouth.
9	Thurso	Simpson	Rangoon	London.
—	Earl of Chester	Nancollis	Sourabaya	Off Dover
—	Gerardus P. Serratus	Beckerling	Batavia	Channel.
5	Emilie	Hansen	Macao	Hamburg.
5	Karel August	Miermans	Tjilatjap	Helvoet.
Jne. 30	Magellan	Crosby	Shanghai	New York.
July 5	Nueva Lantara	Estibal	Manila	Barcelona.
9	Sparkler	Wilson	Rangoon	Deal.
9	Macassar	Coulon	Samarang	Off the Start.
7	John Rennie	Gaggs	Singapore	Do.
Jne. 29	John Norman	Edwards	Do.	New York.
July 10	Glendoveer	Knowles	Manila	Off Falmouth.
Jne. 27	Aurora Australis	Todd	Shanghai	New York.
28	Lady Louisa	Mackellar	Do.	Do.
July 11	Channel Queen	Marquand	Colombo	London.
—	Batavia	—	Batavia	Off Dover.
6	Kanagawa	—	Do.	Portland Bay.
6	America	Roper	Rangoon	Do.
7	Thames	Arnold	Ceylon	Off the Start.
9	Cardross	Gilchrist	Maumalai	Off Queenstown.
9	Zanzibar	Manck	Penang	Off Dunnoe.
9	Colgair	Hoad	Colombo	Off the Start.
9	Samatra	—	Batavia	Do.
11	Mermaid	—	Rangoon	Liverpool.
9	Louise	Mellema	Pasareang	Off Swaage.
9	Gebroeders	v. d. Beck	Batavia	Off Plymouth.
6	Jeune Clementine	Le Barbier	Saigon	He Dieu.
13	Ema	Lyall	Singapore	Deal.
15	Cyane	Petersen	Akyab	London.
13	Abo	Lindholm	Bassein	Falmouth.
14	Aline	Kier	Rangoon	Do.
14	Martin	Dull	Bassein	Do.
15	Goldfinder	—	Rangoon	Liverpool.
16	Shake-pere	Dalglish	China	Downs.
16	Carloca	Hughes	Japan	Do.
15	Bacehante	—	Akyab	Queenstown.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jne. 23	Dipussund	Jones	Shanghai	London.
2	Art Union	Madron	Hong Kong	Do.
30	Cornelis Gips	Wortelboer	Batavia	Off Dungeness.
31	Joachim	Hettmeyer	Singapore	Cardiff.
22	Ladye Love	Gladstone	Shanghai	Newport.
—	Ridderkerk	Brick	Java	Amsterdam.
25	Petcheloe	Owen	Hong Kong	Liverpool.
27	Danmore	Roberts	Singapore	Do.
28	Tres de Mayo	Caviezes	Manila	Glasgow.
28	Hans	Froerig	Chefoo	Cardiff.
28	Lactor and Emergo	Ouweland	Singapore	Do.
28	Coquimbo	Stevenson	Galle	Liverpool.
July 1	Julia	Loon	Hong Kong	Rotterdam.
2	Talbot	James	Shanghai	London.
—	Johan Christoph	—	Hong Kong	Altona.
—	Twice Gerusters	Bemolt	Batavia	Newcastle.
—	Abbott Lawrence	Bramhall	Hong Kong	Cardiff.
2	Richard	Breckenstien	Galle	Do.
May 31	Alicia Amy	Kirby	Shanghai	Rio de Janeiro.
July 3	Teviot	Wheelan	Colombo	London.
—	Princess of Wales	Shepherd	Shanghai	Newport.
3	Gloriosa	Catto	Do.	Cardiff.
—	Schelde	Hoffmann	Singapore	Rotterdam.
5	Plorence Nightingale	Beard	Do. and Penang.	London.
—	James Shepherd	Jean	Shanghai	Do.
—	Glenaros	Robert	Do.	Cardiff.
—	Neptune's Bride	—	Colombo	Shields.
—	Sir Ralph Abercrombie	Anderson	Shanghai	Cardiff.
—	Gertrude Maria	Lepsey	Singapore	Penarth.
—	Falcon	Luxton	Hong Kong	Liverpool.
5	Varuna	—	Singapore	Sunderland.
Jne. 18	Hong Kong	Iriberry	Hong Kong	Havana.
July 9	Palmerston	Seagrove	Colombo	London.
—	Johanna Maria	Schutt	Hong Kong	Hamburg.

DEPARTURES—continued.

ate.	Ship.	Captain.	For	From
July 4	Princess of Wales	Shepherd	Shanghai	Newport.
7	Akerhus	Malling	Singapore	Do.
8	Tavistock	—	Shanghai	Shields.
9	Eleanor	Silk	Amoy	London.
10	Red Riding Hood	Henderson	Hong Kong & Canton	Do.
9	Nereus	Planten	Singapore	Newport.
9	Sultan	—	Hong Kong	Shields.
—	Elshout	Akkerman	Batavia	Amsterdam.
10	Peter Rohland	Ranke	Shanghai	Cardiff.
8	Alexandrina	Sangster	Yokohama	Penarth.
8	H. V. de Paulo	—	Singapore	Do.
8	Concurrent	—	Do.	Do.
9	Brilliant	Walker	Yokohama	Liverpool.
10	Robert	Carter	Galle	Do.
6	Tahti	Dahlberg	Batavia	Do.
12	Meppel	—	Singapore	Cardiff.
11	Sarah March	Norton	Shanghai	Liverpool.
15	Gresham	Brayley	Hong Kong & Canton	Shields.
13	Lina	—	China	Do.
13	Gazelle	Green	Hong Kong	Cardiff.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama, St. Dunstan. For Yokohama and Nagasaki: Eastern Queen, Osaka (s.s.), Pampero. For Shanghai: Beemah, Peterborough, Durham. For Hong Kong: Sophie. For Hong Kong and Canton: Charlotte, The Tweed. For Manila: Aureliana. For Singapore: Arab Steed. For Penang: Helen's Bank. For Colombo: Seafish, Thames, Hesperia, Sea King. For Galle and Cochin: Ann Lucy.

At LIVERPOOL.—For San Francisco and Amoor River: Hansa. For Yokohama or Hong Kong: Golden Dream. For Hong Kong: Kingfisher. For Shanghai: Maria, Royal Diadem, Lorton. For Singapore: Bogota, Indian Empire. For Manila: Adolfo, Olano, Feliz, Tres de Mayo. For Batavia and Singapore: Lancastria. For Ceylon: Peter Symons.

At GLASGOW.—For Manila: Rosa del Turia. For Hong Kong: Swomi. For Batavia and Sourabaya: Bristow. For Singapore: Jane Blyth. For Colombo: Christian Rankin.

At GREENOCK.—For Hong Kong: Glenlec.

SPOKEN.

SOLENT, for Hong Kong, 20 S., 29 E.
 GOUVERNEUR V. D. EB, Cardiff to Singapore, May 31, 7 N., 25 W.
 JANNETJE, Rotterdam to Batavia, June 25, 48 N., 11 W.
 REGINA MARIS, Samarang to Rotterdam, June 4, 10 S., 14 W.
 OUR QUEEN, Liverpool to Shanghai, June 10, 7 N., 25 W.
 MAITLAND (ship), Glasgow to Bat., 20 days out, June 25, 23 N., 22 W.
 SOURABAYA PACKET, Amsterdam to Batavia, May 29, 5 N., 23 W.
 INSULINDE, Amsterdam to Batavia, May 28, 5 N., 24 W.
 COQUETDALE, of Shields, Java to Falmouth, May 12, 35 S., 22 E.
 CONSUL VOEKEK, Batavia to Amsterdam, June 16, 33 N., 37 W.
 SHANTING, Batavia to Altona, May 5, 5 S., 20 W.
 MALGORN, Sunderland to Hong Kong, May 31, 6 N., 28 W.
 JAN V. GALEN, Rotterdam to Batavia, June 3, 6 N., 27 W.
 IDA GERTRUIDA, Batavia to Amstdm., June 26, 44 N., 28 W.
 PRINCESS MILLIA, Batavia to Rotterdam, May 18, 32 S., 15 E.
 ESKDALE (bq.) Colombo to London, May 10, 27 S., 11 E.
 JOHN JOSEPH (brig), Havre to Japan, July 7, 49 N., 20 W.

FREIGHTS AND CHARTERS.

Since our last issue a few vessels have been taken up to load on the berth for the Eastern ports, and rates of freight remain firm. Coal freights from the northern outports remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 20s. to 30s. weight, 50s. meat. To Nagasaki: 50s. weight or meat. To Shanghai: 40s. weight, 45s. meat. To Amoy: 45s. weight or meat. To Foo-chow-Foo: 45s. weight or meat. To Hong Kong: 35s. weight, 40s. meat. To Singapore: 30s. weight or measurement. To Penang: 40s. weight or measurement. To Manila: 40s. weight, 85s. meat. To Ceylon: 25s. to 30s. weight, 35s. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £46. For Singapore: £40. For Shanghai: £56. For Saigon: £50. For Yokohama: £50. For Batavia: £27. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong: £2 2s. For Singapore: £1 18s. For Shanghai: £2 12s. 6d. For Saigon: £2 8s. For Yokohama: £2 10s.

The Admiralty have invited tenders for the conveyance of 10 tons (meast.), medical stores from the Thames to Colombo, and of 50 tons navy provisions, &c., to Hong Kong.

CASUALTIES.

The Argo (Russian Ship), Rosenberg, from Cardiff to Galle, which put in at Lisbon June 20, leaky in her topsides, has been ordered to discharge sufficient cargo to bring the leak, which is reported to be forward, above water.

A telegram received from Galle dated June 21 states that the Prussian brig Tamerlane, from Penang to London, has been totally lost at Sumaca, crew saved, tin probably recovered.

The France, from Toulon to Saigon, with a general cargo, was totally destroyed by fire June 25 in the Gulf of Denia, part of the crew landed by the Swedish barque Theodore Dill.

The M. Lopez, Morales, from Cadiz to Manila, which put in at Rio Janeiro May 13, required repairs, and will probably have to sell part of her cargo to defray expenses.

The Island Queen, Dickson, from Cardiff for Shanghai, arrived at Simon's Bay, May 26, with loss of foremast, bulwarks, &c., having experienced a hurricane from N. to S., May 6, in lat. 34 S., lon. 17 W.

The Johanna Emelie, Teubert, sailed from Batavia for the United Kingdom 18th Nov., and has not since been heard of.

MISCELLANEOUS.

At CALLAO.—May 27, America, Ferreiros, sailed for Macao.

PORT OF AMOY.

CHINA.

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Capital paid up ... 50,000,000 ... £2,000,000
To be paid up Sept. 15, 1867 10,000,000 ... £400,000
Do. Mar. 15, 1868 10,000,000 ... £400,000
Do. Sept. 15, 1868 10,000,000 ... £400,000
Reserve Fund ... 20,000,000 ... £800,000

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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Vice-Chancellor Sir W. Page Wood stated publicly in Court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne; that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE.
The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport that he had received information to the effect that the only remedy of any efficacy in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

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SIXTIETH REPORT OF THE LONDON JOINT-STOCK BANK.

At a GENERAL MEETING of the SHAREHOLDERS, held at the Banking House of the Company, in Princes-street, Mansion House, on THURSDAY, July 18, 1867, GEO. GARDEN NICOL, Esq., Chairman, JOHN KNOWLES, Esq., Deputy-Chairman, the following REPORT was presented:—

The annexed accounts which the Directors have the satisfaction of presenting to the meeting will inform the shareholders that during the six months ending the 30th ultimo the bank has made a net profit of £92,175 18s. 4d., of which the sum of £90,000 is appropriated to the payment of the usual dividend, at the rate of 12½ per centum per annum, with a bonus of 6s. 3d. per share, together with £1 5s. per share, leaving an unappropriated balance of £2,175 18s. 4d. to be carried forward to profit and loss new account.

The guarantee fund, with its accrued interest, now amounts to £337,839 4s. 8d.

The Meeting will be made an Extraordinary General Meeting for the election of a director to fill the vacancy at the board created by the lamented death of George Tayler, Esq.

The board has resolved—subject to confirmation at a special general meeting of shareholders—to complete the addition made to the capital of the bank in 1864 by the issue of 8,000 shares, the remaining portion of the 20,000 shares authorised to be issued, and of which 12,000 were allotted in August, 1864. These shares it is intended shall be offered in the first instance to the shareholders, in the proportion of one new share to every nine shares of which on the 25th day of July they may be the registered holders, at £25 per share, being £15 per share the amount paid up on the existing shares of the company, and £10 per share premium; the sum to be received as premium to be added to the guarantee fund. On the completion of this issue the capital of the bank will be increased to 80,000 shares of £50 each, paid up to the extent of £15 per share, thus raising the paid-up capital to £1,200,000.

A special General Meeting has been convened for Thursday the 25th of July, when a resolution will be proposed to authorise the issue of 8,000 new shares, and the directors will avail themselves of the occasion of this meeting to propose to the shareholders certain alterations in Clauses 7, 9, and 52, of the deed of settlement of the Company, which the board deem for the interest of the bank should be sanctioned.

The Directors, recognising the propriety of granting pensions for long and

faithful services rendered by the officers of the bank, have established rules and regulations for granting a retiring allowance to the staff of the bank and from the uniform interest taken by the shareholders in the welfare of those devoting themselves faithfully to promote the prosperity of the bank, the directors feel confident that the course they have adopted will meet with the hearty concurrence of all shareholders.

The dividend and bonus, free from income tax, will be payable on and after Friday, the 26th inst.

The preceding report having been read to the meeting by the Secretary, a dividend for the half-year ending the 30th June last, after the rate of £12½ per centum per annum, and a further division of 6s. 3d. per share, out of the net profits of the half-year ending as above, were declared by the Chairman.

Resolved unanimously:

"That the report now read be received, adopted, and printed for the use of the shareholders."

The Chairman then declared the meeting to be an extraordinary general meeting for the purpose of electing a Director in the room of the late George Tayler, Esq., and stated that the only candidate was W. R. Ormsby Gore, Esq., M.P. The question having been put to the meeting, W. R. Ormsby Gore, Esq., M.P., was declared duly elected a Director of the Bank.

Resolved unanimously:

"That the thanks of the meeting be presented to the directors for the able manner in which the affairs of the Bank have been conducted during the past half-year."

Resolved unanimously:

"That the thanks of the meeting be given to Mr. J. W. Nutter, the general manager, country manager, the managers of the branches, and other officers, for their attention to the business of the Bank."

(Signed) GEO. GARDEN NICOL, Chairman.

Extracted from the minutes,
ALFRED SCRIVENER, Secretary.

LIABILITIES AND ASSETS, Saturday, June 29, 1867.

Dr.			
To capital paid up, viz., 72,000 shares at £15 each	...	£1,080,000	0 0
To amount of the Guarantee Fund, Dec. 31, 1866	...	£337,846	10 9
To six months' interest on ditto, at 3 per cent. per annum	...	4,992	13 11
		337,839	4 8
To amount due by the Bank on current accounts, deposit receipts, circular notes, and acceptances	...	14,733,764	17 8
To special reserve	...	40,000	0 0
To rebate of interest on bills discounted not yet due, carried to new account	...	15,110	18 6
To amount of net profit for the half-year ending June 30	...	92,175	18 4
		£16,298,890	19 2
Cr.			
By Government Stock, valued in accordance with the resolution passed by the General Meeting of Shareholders, on the 19th Jan., 1865, viz.:—			
By £1,200,000 Consols, New Three per Cents., and Reduced at 90	...	£1,080,000	0 0
By cash in hand and at the Bank of England	...	1,603,601	3 11
By bills discounted, loans, and other securities	...	13,568,703	18 3
By building, furniture, &c., at head office and branches	...	47,585	17 0
		£16,298,890	19 2

GUARANTEE FUND ACCOUNT.

Dr.			
Present amount	...	£337,839	4 8
		£337,839	4 8

PROFIT AND LOSS ACCOUNT for the Half-year ending June 30, 1867.

Dr.			
To current expenses, proportion of building expenses, Directors' remuneration, bad debts, income-tax, &c.	...	£35,584	17 0
To rebate of interest on bills discounted not yet due, carried to new account	...	15,110	18 6
To six months' interest on the Guarantee Fund at 3 per cent. per annum	...	4,992	13 11
		£55,686	9 5
To dividend account, for the payment of half a year's dividend at the rate of 12½ per centum per annum upon £1,080,000, amount of paid-up capital upon 72,000 shares	...	67,500	0 0
To ditto for the payment of a bonus of 6s. 3d. per share	...	23,500	0 0
To amount carried forward to profit and loss new account	...	2,175	18 4
		£147,864	7 9
Cr.			
By amount of gross profit for the half-year ending 30th June	...	£147,864	7 9
		£147,864	7 9

THE LONDON JOINT-STOCK BANK.

ESTABLISHED IN 1836.

HEAD OFFICE—5, PRINCES-STREET, MANSION HOUSE. FALL-MALL BRANCH—69, FALL-MALL. CHANCERY-LANE BRANCH—124, CHANCERY-LANE.

Directors.

WILLIAM BIRD, Esq.	PHILIP WM. FLOWER, Esq.	FREDK. JNO. JOURDAIN, Esq.	GEO. GARDEN NICOL, Esq.
WILLIAM BLOUNT, Esq.	FRANCIS BENNETT GOLDNEY, Esq.	JOHN KNOWLES, Esq.	JOHN STEWART OXLEY, Esq.
FRANCIS BOYKETT, Esq.	W. R. ORMSBY GORE, Esq., M.P.	DONALD LARNACH, Esq.	GEO. POLLARD, Esq.
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Alderman Sir JAMES DUKE, Bart.		JOHN GEORGE MACLEAN, Esq.	ROBERT RYRIE, Esq.

Head Office—5, PRINCES-STREET, MANSION HOUSE—J. W. NUTTER, General Manager.

Country Department—5, PRINCES-STREET, MANSION HOUSE—W. F. NARRAWAY, Manager.

Fall-mall Branch—69, FALL-MALL—R. G. BARCLAY, Manager.

Chancery-lane Branch—124, CHANCERY-LANE—F. K. HEWITT, Manager.

Secretary—ALFRED SCRIVENER.

The capital of the bank is £3,600,000, in 72,000 shares of £50 each. The sum of £15 has been paid on each share, and the present paid-up capital of the bank is £1,080,000.

The guarantee fund amounts to £337,839.

Current accounts are kept agreeably to the custom of London bankers.

Parties keeping current accounts with the bank can transfer to a deposit account any portion of their balance upon which interest at the current rate of the day will be allowed.

Sums of £10 and upwards are received on deposit at interest from parties not customers, either at seven days' notice or for fixed periods, as may be agreed upon.

The Agency of Joint-Stock Banks, Private Bankers, and Foreign Banks undertaken.

Investments in, and sales of, all descriptions of British and Foreign Securities, bullion, specie, &c., effected.

Circular Notes are issued free of charge for the use of travellers, payable in the principal towns on the continent of Europe and in the chief commercial cities of the world. Letters of credit are also granted on the same places. They may be obtained at the Head Office, in Princes-street, Mansion-house, or at the branches.

Dividends on English and Foreign Funds, or Railway and other Shares and Debentures, received without charge to customers.

THE SHORTEST ROUTE TO AND FROM MANILA AND THE PHILIPPINES.



NOTICE TO SHIPPERS AND PASSENGERS BY THE OVERLAND ROUTE:—
The CHINA STEAM AND LABUAN COAL COMPANY (Limited), in pursuance of an agreement entered into with the Government of Manila, have arranged to despatch the steamships "MONA" and "JAPAN" or other of their first-class steamers, with the mails and passengers monthly between Singapore and Manila, and Manila and Singapore, in correspondence with the Messageries Impériales Overland Route.

By a special permit all goods by these steamers from the 1st August, 1866, will be admitted into Manila at the reduced duty of 10½ per cent.

The Company's agents at Singapore will take charge of goods for transhipment. For further particulars apply at the Offices of the Company, Ethelburga-house, 70 and 71, Bishopsgate-street, London, E.C.

OVERLAND ROUTE.

COMMUNICATION by STEAM TO INDIA, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS AND RECEIVE CARGO AND PARCELS FOR GIBRALTAR, MALTA, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and JAPAN (YOKOHAMA), by their steamers leaving Southampton on the 4th and 20th of every month. For GIBRALTAR, MALTA, EGYPT, ADEN, and BOMBAY, by those of the 12th and 27th of each month; and for KING GEORGE'S SOUND, MELBOURNE, and SYDNEY, by the steamer leaving Southampton on the 20th of every month. The steamers leave Marseilles on the 5th, 12th, 20th, and 28th of the Month.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, E.C., or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES. SERVICES MARITIMES DES MESSAGERIES IMPERIALES.



FRENCH MAIL STEAM PACKETS

The 19th of every Month at 2 P.M. for—
MESSINA, ALEXANDRIA, ADEN, POIN DE GALLE (Ceylon), PONDICHERY, MADRAS, CALCUTTA, SINGAPORE, BATAVIA, SAIGON, HONG KONG, SHANGHAI, and JAPAN.

The 9th of every Month for—
MESSINA, ALEXANDRIA, ADEN, SEYCHELLES, REUNION, MAURITIUS.

For passage, freight, and information apply to B.W. and H. HORN, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the Offices of the Services Maritimes des Messageries Impériales in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

Passengers en route for Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

INDIA AND CHINA VIA ITALY.

SHORTEST SEA PASSAGE FROM EUROPE TO EGYPT
BRINDISI to ALEXANDRIA—Contract Passage, 82 hours. It is frequently done in 72 hours.



La Società Anonima Italiana di Navigazione Adriatica Orientale, under contract to carry the Direct Mails despatched as under their first-class English-built steamers CAIRO, BRINDISI, PRINCIPE DI CARIGNANO, or PRINCIPE TOMASO, between BRINDISI and ALEXANDRIA. The vessels of the Company sail as follows:—From Brindisi for Alexandria on the 7th, 14th, 22nd, and 30th of each month, at 2 P.M.; Alexandria for Brindisi, on the arrival of the mails, about the 5th, 12th, 20th, and 29th of each month. The arrivals at and departures from Alexandria are in coincidence with those of the steamers of the Peninsular and Oriental Company, with the Calcutta, China, and Bombay Mails.

Fares:—Brindisi to Alexandria, including provisions 1st class, 275s; 2nd class, 200s; third class, 90s, and vice versa.

For further particulars apply to the Company's Offices at FLORENCE, via Montebello, 42; PARIS, Rue de l'Université, 108; LONDON, Messrs. PALMER, 44, Eastcheap, E.C.

JAPAN AND CHINA NEW MAIL ROUTE VIA PANAMA AND SAN FRANCISCO.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO, calling at ACAPULCO, MANZANILLO, MAZATLAN en route to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG. Passengers from England may connect with this line at New York by any of the various steamers from Liverpool, Southampton, or Falmouth, to that port, or at Panama, by the steamers of the Royal Mail Steam Packet Company leaving Southampton on the 2nd and 17th of every month. Passengers by this route are less than ten days in the tropics.

The next departures from San Francisco are:—
GRAT REPUBLIC, 5,000 tons, September 3rd.
CHINA, 5,000 tons, October 14th.
COLORADO, 4,000 tons, November —.

For particulars of Freight, through passage rates, &c., &c., apply to H. STARR and Co., General European Agents, 145, Cheapside, London.

* Name changed from "Celestial Empire."



NEW OCEAN MAIL ROUTE

to CHINA AND JAPAN, via the Isthmus of Panama and San Francisco. THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY (Limited) have made special arrangements with the Panama Railway Company and the Pacific Mail Steamship Company for the conveyance of Passengers, Specie, and Cargo between EUROPE, YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG.

The next departure will be from Liverpool on the 20th August, intending to connect at San Francisco, with the steamer leaving on the 14th October for Japan and China. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

The Pacific Mail Company's steamers on the China station are large paddle-wheel vessels, of upwards of 3,000 tons register. The greatest attention has been given to insure the comfort and convenience of passengers by the vessels of all the connecting companies on this route.

Shippers will find this route cheaper and as expeditious as any mail service to the East.

For rates of Freight and Passage apply to the agents, J. M. CURRIE, Havre and Paris; or at the Company's Offices, The Temple, Dale-street, Liverpool, and 117, Leadenhall-street, London, E.C.

ARTHUR B. FORWOOD, Managing Director.



STEAM TO INDIA, via the CAPE.—THE UNION STEAMSHIP COMPANY (Limited) have

entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

Apply to FALCONER and MERCER, 23, Leadenhall-street, London; or THOMAS HILL, Southampton.



JAPAN AND CHINA, by Mail

Steamers throughout—GOODS for YOKOHAMA, Nagasaki, Hong Kong, and Shanghai can be shipped under through bills of lading, via Panama, by the ROYAL MAIL STEAM PACKET COMPANY'S STEAMERS, leaving Southampton on the 2nd of September, 1867.

Apply to J. M. LLOYD, Secretary, Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

ORIENTAL, AUSTRALIAN, and GENERAL STEAM AGENCY, and GLOBE PARCEL EXPRESS.



PARCELS, PACKAGES, and

MERCHANDISE forwarded, and PASSAGES engaged to all parts of the world. Baggage collected and shipped, insurances effected, &c.

CALCUTTA, MADRAS, CEYLON, and ADEN—Overland, 4th and 20th of every month.

BOMBAY and ADEN—Overland, 12th and 27th. CHINA, JAPAN, SINGAPORE, and EASTERN SEAS—Overland, 4th and 20th.

AUSTRALIA, TASMANIA, and MAURITIUS—Overland, 20th.

NEW ZEALAND and AUSTRALIA via PANAMA, 2nd INDIA, CHINA, and AUSTRALIA—Via Cape of Good Hope. Clippers ships, weekly.

Prospectuses, with through rates to a thousand places free on application.

G.W. WHITEHEAD and Co. (late Waghorn), 150, Leadenhall-street, E.C.; CHAPLIN'S, Regent-circus, W., and 32, Regent-street, S.W.



CHINA AND JAPAN, &c.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	To Sail.
Shanghai	Reemah	At 11 yr.	E.I.D.	With des.
Shanghai	Shakspere	At 12 yr.	W.I.D.	With des.
Hong Kong	Sophie	At 14 yr.	W.I.D.	With des.
Singapore	Arab Steed	At 10 yr.	W.I.D.	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA, JAPAN, and PENANG.

The following first-class clipper SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Peterboro'	At 13 yr.	E.I.D.	July 25th
Hong Kong & Whampoa	Charlotte	At 12 yr.	E.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki	Pamporo	At 9 yr.	E.I.D.	With des.
Penang	Helen's Bank	At 10 yr.	St.K.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo	Sea King	404	At 12 yrs	L.D.	July 25
Colombo	Seafield	616	At 10 yrs.	W.L.D.	Imm.
Pt. de Galle & Ceylon	Ann Lucy	270	At 11 yrs.	L.D.	Imm.
Bombay	Bebington	889	At 11	St.K.D.	July 23

No. 22, Great St. Helen's, E.C.

To sail on July 31.



FOR SHANGHAI, the splendid new clipper-ship DURHAM, Aal, 998 tons register; CUTHBERT VAUX, Commander; lying in the East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

To sail on August 5.



FOR HONG KONG and WHAMPOA, the well-known clipper THE TWEED, Aal 15 years (owned by John Willis, Esq.), 1,745 tons register; WILLIAM STUART, Commander; lying in the East India Docks. This magnificent ship offers a favourable opportunity to shippers of fine goods at this particular season, as she may confidently be expected to make the passage under 100 days, having proved herself to be one of the fastest ships afloat.

For Freight or Passage, apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

First voyage—London to Ceylon, 77 days; Singapore to London, 84 days. Second voyage—London to Bombay, 89 days; Malabar Coast to London, 81 days. Third voyage—London to Bombay, 75 days; Kurrachee to London, 86 days.

Will meet with Quick Despatch.



DIRECT FOR POINT DE GALLE and COCHIN, the beautiful clipper-ship ANN LUCY, Aal 11 years, 270 tons register; WILLIAM NOBLE, Commander; a lying in the London Docks. This fine vessel offers a first-rate opportunity to shippers of Fine Goods, and has very good accommodation for first and second class passengers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail 25th July.



DIRECT FOR COLOMBO, the beautiful British-built clipper ship, SEA KING, Aal 12 years, 404 tons register, S. C. CLARKE, Commander; London Docks. This magnificent vessel, built in 1866, from her high-class and fast-sailing qualities, offers the best opportunity to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Sea King."

Will meet with the usual despatch.



DIRECT FOR COLOMBO, the splendid Dundee clipper SEAFIELD, Aal 10 years, 616 tons register; J. TOUGH, Commander; West India Docks. This magnificent vessel has just returned from Colombo, and from the good order in which she invariably delivers her cargoes offers the most favourable opportunity to shippers desirous of despatch.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.



COLOMBO DIRECT, will have immediate despatch, having the greater portion of her cargo engaged, the splendid clipper THAMES, Aal 13 years, 444 tons register; O. J. H. ARNOLD, Commander; to load in the West India Docks. Has magnificent accommodation for passengers.

For Passage apply to W. H. TINDALL, 5, Tokenhouse-yard; or for Freight or Passage to F. TALLACK, No. 23, Birchin-lane, E.C.



To follow the "Jessie Gilbert," and will sail July 23.



FOR BOMBAY direct, the fine British-built iron clipper ship REBINGTON, Aal, 889 tons register, THOMAS WARLAND, Commander, East India Docks. This splendid vessel, from her high-class and fast-sailing qualities, is confidently recommended to shippers of fine goods.

For Freight or Passage, apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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